EXCLUSIVE: PHIL KEEN Q&A

British GT maestro tackles his toughest test yet – the readers' questions P14

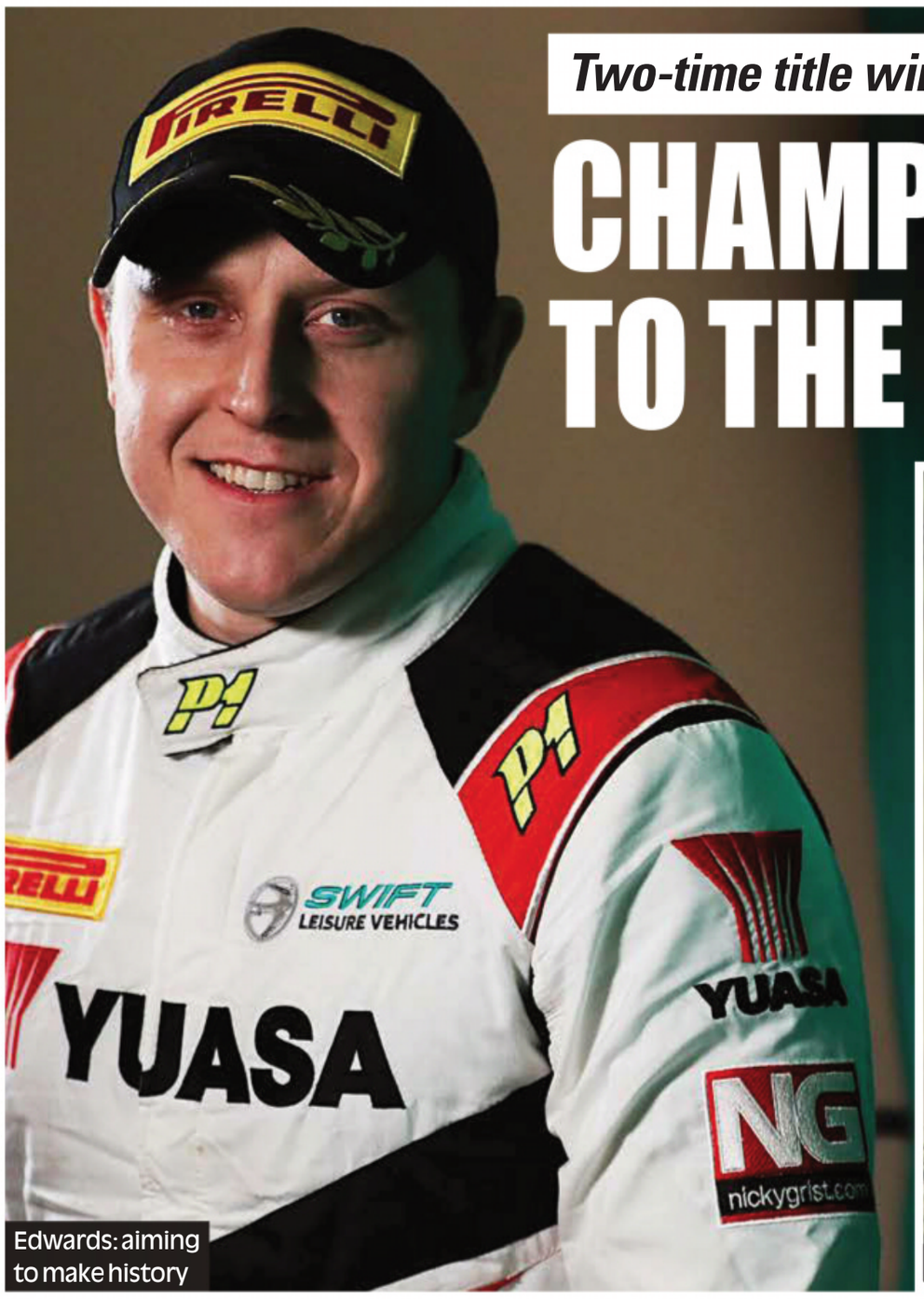
THE VOICE OF BRITISH MOTORSPORT

MOTORSPORT NEWS

■ FEBRUARY 25 2021 ■ EVERY THURSDAY ■ £3.99 ■ FORMERLY MOTORING NEWS

Two-time title winner switches motors as he aims for British rally title hat-trick

CHAMPION EDWARDS RETURNS TO THE BRC IN A VOLKSWAGEN



Edwards: aiming to make history

Two-time title winner Edwards will swap to VW Polo R5 machine for British attack

By Luke Barry

British Rally champion Matt Edwards is the first man to confirm his plans for the 2021 BRC season, switching from an M-Sport Ford to a Volkswagen Polo GTI R5.

The 2018 and '19 title winner has only driven Ford Fiestas in the BRC since switching from a Mitsubishi Lancer E9 to R5 at the end of 2016. Melvyn Evans Motorsport will run the VW for his 2021 campaign.

"To be in a car that's obviously been so successful is exciting," Edwards told Motorsport News. "The motivation is to get back rallying again because that's what we love doing but title number three is a massive factor. I'm beyond hungry for it and I've been kept waiting a lot longer than I should've been, so let's get at it!"

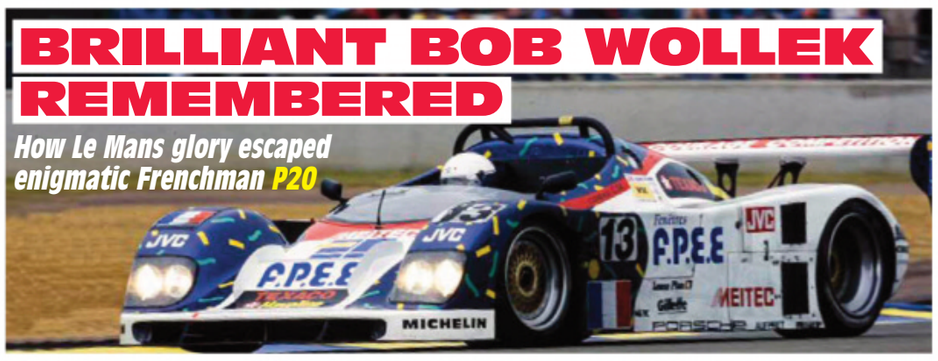
Full story, p8

THE VOICE OF BRITISH MOTORSPORT MOTORSPORT NEWS

RETRO

BRILLIANT BOB WOLLEK REMEMBERED

How Le Mans glory escaped enigmatic Frenchman P20



INSIGHT

CHASING THE FINE LINES OF BTCC SUCCESS

How boffins tackle the tin-top aero secrets P22

65 Delivering great content every week since 1955

KELSEY media

£3.99

SUBSCRIBE TODAY!

SAVE £43.75 ON THE SHOP PRICE AND RECEIVE THIS HAT AND TRAVEL MUG WORTH £24.98!

26 ISSUES OF MOTORSPORT NEWS

for just £59.99!*

FANTASTIC SUBSCRIBER BENEFITS:

- Print & digital access included
- Free home delivery of every issue
- Save 42% on the shop price
- Never miss an issue
- Pay just £2.30 per issue (shop price£3.99)

SAVING 42%

EXCLUSIVE: Craig Breen
Hyundai WRC star tackles the readers' questions P14
THE VOICE OF BRITISH MOTORSPORT
MOTORSPORT NEWS
Northern Irishman seals a deal to remain with BMW and WSR for 2021
TURKINGTON:
I'M GUNNING FOR MY FIFTH BTCC CROWN
WHEN THE UK TURNED TO THE ATLANTIC
WE SPEAK TO THE RACING CHAIRMAN
delivering great content every week since 1955
UL O'NEILL
Jonny Milner
YUNDAI ATTACK
week since 1955

Visit - shop.kelsey.co.uk/MTSIG21
Or Call: 01959 543 747 and quote MTSIG21

Hotlines open Monday – Friday 8.30am – 5.30pm. Calls are charged at your standard network rate

*Full terms and conditions can can be found at shop.kelsey.co.uk/terms. Offer applies to UK subscribers only when paying by direct debit. Please allow 28 days for delivery of gift. Gift subject to availability. Your subscription will start with the next available issue with your first 26 issues charged at just £59.99. Payments will continue to be taken at the low rate of £59.99 every 6 months thereafter. You can cancel your subscription at any time and no further payments will be taken. Overseas and other offers available at shop.kelsey.co.uk/MTS

COMMENT

Photo: Motorsport Images, Hyundai Motorsport, Jakob Ebrey, Toyota GB

Craig Breen will be out to bag big points for Hyundai on this weekend's Arctic Rally

ANOTHER DAWN FOR BREEN

It is difficult to know just what else Craig Breen has got to do to return to a full-time top-flight drive in the World Rally Championship. The Irishman, who is set to form part of Hyundai's three-car attack on the Arctic Rally this weekend, has been knocking on the door louder than most over the last two seasons.

The Irishman proved during two years as a mainstay of the Citroen squad in 2017 and 2018 that the pace was there. And, perhaps most importantly of all, he learned. In the 22 rallies he contested in the top-flight during those two seasons, he finished 18 of them. That is a pretty impressive return for someone who was still in his development stages as a driver: mileage is key at the outset of any career, as learning the ebb and flow of each event is much more important as setting a bunch of headline-grabbing quick stage times before chucking it in the trees.

Breen has done all the legwork, and he will be desperate to show this weekend in Lapland that he warrants his place. His job, though, is like walking a tightrope. He will be under strong instructions from Hyundai boss Andrea Adamo to bank a decent haul of points for the South Korean manufacturer and reaching the end in the snow and dark is the job he has been employed to do. But from a personal point of view, he will be desperate to show his outright pace, which has never been in question. It is a dilemma, and we wish him well as he balances his personal objectives with those of the team. The fact that the team trusts him to do that is a feather in his cap, but we just wish it turned that trust into a more meaty programme or even an entire season-long attack.

Incumbent in the Motorsport News readers' questions hot seat this week is British GT superstar Phil Keen. The former TVR Tuscan Challenge racer has carved a formidable reputation in GT racing and is one of the go-to men if a team is seeking a racer on the ultimate pace but sadly the overall British GT crown has eluded him. Keen himself isn't bitter about that fact, and it is an enlightening interview that sheds a light on some curios, including his love affair with a 16-year-old Honda Civic road car…

Our columnist-at-large David Addison traces the history of Le Mans legend Bob Wollek, another who performed at the top level without the reward he so desired. The Frenchman, who was killed 20 years ago next month, chased Le Mans victory throughout his career without success, and he ruffled quite a number of feathers along the way, as we find out.

Matt James
Editor, Motorsport News
matt.james@kelsey.co.uk

MOTORSPORT NEWS

ISSUE MJ3271 FEBRUARY 25 2021

IN THIS ISSUE

P4

Wraps off the new McLaren challenger

British team is the first to display its 2021 Formula 1 design

P8

Edwards to chase third crown

British rally dominator set to return but with Volkswagen for 2021

P14

Readers' Q&A: GT king Phil Keen

Multiple race winner talks tractors to Motorsport News

P20

Reflecting on Brilliant Bob Wollek

Was the Frenchman a genius or a busted flush? David Addison explores

P22

How BTCC teams chase mint aero

News: Racing 4
News: Rallying 7
News: Historics 11
Column: Motul Oils 13
Q&A: Phil Keen 14
Feature: Bryce Aron 19
Feature: Bob Wollek retro 20
Feature: BTCC aerodynamics 22
Column: Paul Lawrence 24
YouTube/readers photos 25

FOR MOTORSPORT NEWS STAFF CONTACT DETAILS PLEASE SEE P25

Advertising enquiries: 01732 446757

RACING NEWS

IN BRIEF

F1 set for launch
AlphaTauri became the second Formula 1 team to officially launch its 2021 car when it unveiled its AT02 last week. Red Bull was due to reveal its new car on Tuesday this week, while Aston Martin, the newly rebranded Racing Point operation, is to take the covers off its machine on March 3.

Vettel sells
Four-time Formula 1 world champion Sebastian Vettel is selling eight supercars from his personal collection, including three Ferraris ordered while racing for the team. It is not confirmed why avid collector Vettel has chosen to sell the cars but it is understood it does not relate to him departing Ferrari for Aston Martin.

Rast not returning
Reigning DTM champion Rene Rast will not defend his German tin-top crown this season. Rast with Audi claimed his third DTM title last year but a full 2021 campaign, as DTM switches to its GT3 era, looked unlikely when Rast was signed by Audi's Formula E team for this season.

TV times
Formula E has renewed its BBC deal to broadcast the championship live and free-to-air in the UK during 2021. Races will be shown via the BBC Sport website, iPlayer and the Red Button, plus on television channels should schedules allow. Formula 1's latest Netflix 'Drive to Survive' series meanwhile, covering 2020's season, will be released on March 19.

Campos continues
Junior single-seater squad Campos Racing has said its future is "already assured" following the death of its founder, the ex-Formula 1 driver Adrian Campos, last month aged 60. "Despite his passing hitting Campos Racing hard, we have an organisational structure that is well-established and clear-cut," the team said in a statement.

Alonso: looking to new season

Alonso discharged from hospital after accident
Fernando Alonso has been discharged from hospital after undergoing surgery for a jaw fracture sustained when hit by a car while cycling near Lugano in Switzerland.

The Alpine team, with which Alonso will make his Formula 1 comeback this year, confirmed last week that the two-time World champion was discharged after 48 hours' observation and will continue his recovery at home ahead of the new season.

Alonso had earlier tweeted he was "OK and looking forward to getting 2021 underway", and more recently posted photos of him training.

The rebranded Renault outfit will launch its A521 F1 car for 2021 on March 2 and has completed a successful fire-up of its new machine at the Enstone factory.

"FRESH IDEAS" ON McLAREN'S UNVEILED F1 CHALLENGER FOR 2021

Formula 1's launch season kicks off with famous British team's latest machine unveiled

Photos: Motorsport Images

By Graham Keilloh

McLaren became the first Formula 1 team to unveil its new car for the 2021 season when it presented the MCL35M last week at its Woking headquarters in a livestreamed event.

The team then held a shakedown test for the machine at Silverstone as part of the team's filming days allocation, with new driver signing Daniel Ricciardo and incumbent Brit Lando Norris both getting time behind the wheel.

McLaren's technical boss James Key also confirmed that, despite F1's current development restrictions, there have been significant revisions from the 2020 car over and above accommodating the Mercedes engine, having switched from Renault power.

"There will be some fresh ideas on there," Key said. "The front of the car from a regulation point of view hasn't changed at all, but there are developments that we're still looking at in those areas as well. And that will continue on into the season.

"It would be naive to think that you could just adapt a bit to the reg changes and move on. Everyone's going to be pushing."

Ricciardo also revealed ahead of the launch that his McLaren deal is for three years. "It's certainly enough time to get this thing going," Ricciardo said. "I feel I'm coming here with a bunch of momentum behind the team as well, not only results, but I think some really good stability in the team and the infrastructure."

Norris also has confirmed he is "fully recovered" from the Covid he contracted over the winter while on holiday in Dubai.

Norris "fully recovered"

McLaren was first to unveil 2021 F1 car

Williams is seeking a step-up for the 2021 F1 season

WILLIAMS SHAKES DOWN 2021 MACHINE

Williams' new FW43B for 2021's Formula 1 season got its first on-track running last week in a Silverstone shakedown.

Williams' car launch is to take place on March 5 and the British team last week posted a teaser video on social media showing driver Nicholas Latifi watching team-mate George Russell test the car at Silverstone in damp conditions. It meant Williams became the second F1 team known to have shaken down its 2021 car, after McLaren *(see lead story)*.

This campaign will be Williams' first full season under its new Dorilton Capital ownership, which led to the departure of the Williams family from the fold.

MELBOURNE GETS TRACK REVISIONS

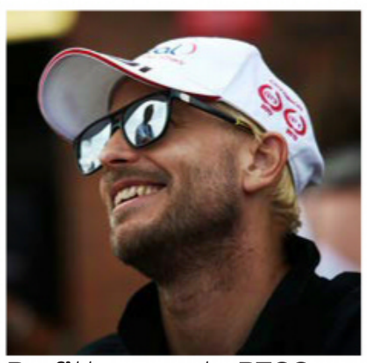
The Australian Grand Prix's Albert Park circuit in Melbourne is getting some revisions to boost overtaking opportunities in time for this year's race.

The parkland track, the layout of which has been unchanged since being introduced as an F1 venue in 1996, has traditionally held F1's season-opener, though this year has been moved to November amid Covid's uncertainty.

The biggest circuit change is to be at the previously tight Turn 9-10 that is being replaced by a fast sequence, creating a high-speed back section for the track. The slower right-hander at the end of this sequence will also be reprofiled to make it less single-file. The work is due to be completed by July.

As Motorsport News went to press circuit construction in Monaco was set to begin on Monday this week, ahead of the principality's historic grand prix on April 23-25, E-Prix on May 8 and F1 grand prix on May 20-23.

The Turn 9-10 section at Melbourne's Albert Park track will become a sweeper



Parfitt: swaps to BTCC

PARFITT COMPLETES EXCELR8 TRADE PRICE CARS BTCC LINE-UP FOR 2021

British GT champion Rick Parfitt will make the switch to the British Touring Car Championship this season after signing a deal to complete the four-car Excelr8 Trade Price Cars team in a Hyundai i30 N.

Parfitt, 46, won the British GT title in 2017 driving a Team Parker Bentley GT3 alongside Seb Morris but sat out last season to undergo surgery for Crohn's disease. For his BTCC racing return he joins Tom Ingram, Chris Smiley and Jack Butel.

The singer, son of Status Quo's Rick Parfitt, will be eligible for the Jack Sears Trophy, held for drivers yet to score a podium in the category. Parfitt said: "When I was younger, I used to sell advertising in Motorsport News and Autosport and was a huge fan of the series, and it's amazing to now have the opportunity be part of the grid myself. It's a chance to live the dream.

"There is so much energy and buzz around the series and even before doing this deal, the reaction from fans to the possibility of me racing has been fantastic. I can't wait to be part of it all, and to help put on a show."

Team head Justina Williams said she was thrilled that Parfitt had been added to the line-up. She said: "As a born entertainer, I have no doubt in my mind that Rick is going to a hugely popular addition to the team, and to the series, and hopefully this will be the start of a long and successful partnership together."

Photo: Michael Hall Photorgraphy, Jakob Ebrey, Gary Hawkins

King won UK Porsches in 2020

Team boss Stuart Parker is out to cause surprises in 2021

TWO-CAR LINE-UP FOR TEAM PARKER RACING IN PORSCHE SUPERCUP

Multiple British title-winning team makes full-time step up to F1 support for 2021

By Matt James

Team Parker Racing will field a two-car team in the Formula 1-supporting Porsche Supercup this season.

The Mallory Park-based squad took four Porsche Carrera Cup GB titles last year. It ran Harry King to the overall crown and took Esmee Hawkey and Justin Sherwood to the Pro-Am and Am crowns, plus it bagged the teams' prize. Parker also ran cars in the new Porsche Sprint Challenge GB in a part-season ahead of an expanded campaign in 2021 *(see right)*.

As well as revealing its plans to run a Porsche 911 GT3 in British GT this term (*see below*), Stuart Parker's squad has confirmed a link-up with Revs Motorsport for its maiden full-time attack on the Supercup.

Revs Motorsport boss Patrick de Groot worked alongside Parker in 2020, engineering the GB fleet of racers. He also has a successful background in the Supercup.

Parker said: "We are extremely happy to be competing in the Porsche Supercup and cannot wait to get started with this exciting new challenge. Team Parker Racing has always been a big supporter of the Porsche one-make series, so it was a natural decision to offer drivers the chance to climb from the Sprint Challenge GB, through the Carrera Cup GB, and then into the Supercup.

"We will be under no illusions that it will be a learning experience for us as we'll be up against some well-run, experienced race teams, but we might surprise one or two who underestimate us.

"It will be a new chapter in the team's history, but one which we are keen to begin."

No drivers have been confirmed for the new arm of the team, while King's plans for 2021 have also yet to be revealed.

Team Parker Racing has put its British Touring Car Championship team on hold. It was a race winner in 2019 with Stephen Jelley driving a BMW 125i M Sport.

IN BRIEF

Armstrong's leap

Matt Armstrong is the first signing to 2021's Team Parker Racing Porsche Sprint Challenge GB driver line-up, an expected multi-car entry. The ex-karter is the son of Justin Armstrong who last year with Team Parker raced in the Carrera Cup and claimed the GTC class win in British GT's Silverstone 500 season-closer.

Loggie's labour

Reigning British GT Pro-Am GT3 champion Ian Loggie has raised his target £60,000 for Cure Leukaemia ahead of him completing the 3470km Tour de France route this summer, a week before the professionals. The GT15 event is led by England footballer and blood cancer survivor Geoff Thomas. People can donate at justgiving.com/fundraising/Ian-Loggie.

SRO stay on

SRO Motorsports Group's partnership with Motorsport UK for organising and promoting the British GT championship has been extended by another five years. SRO took over the championship's running in 2004 and the partnership has now been extended until the end of 2025 at least. The relationship will also feature further promotion of diverse grassroots participation opportunities.

JONES AND MALVERN TO RACE PORSCHE 911 WITH TPR IN BRITISH GT

Champion duo Scott Malvern and Nick Jones will switch to a Porsche 911 GT3 this year for a return to British GT's overall victory fight with Team Parker Racing.

The 2018 GT4 Pro-Am title-winners stepped up to British GT's GT3 contest last season in a Team Parker Bentley, and won at Donington Park. The year more broadly was frustrating though and the duo reverted to Mercedes GT4 machinery for the final round.

This year they will race in the team's newly acquired Porsche, for their fifth campaign with Team Parker, sixth in British GT and eighth together. The pair also raced a Porsche in British GT with the team in 2017, in a Cayman GT4.

The move also means Team Parker now uniquely in European motorsport fields Porsches across the German marque's motorsport pyramid, as it also competes in the Carrera Cup and Sprint Challenge GB.

Malvern said: "With excluding Silver/Silver line ups it is anyone's game now, so we have a really good chance. The team have a great reputation with Porsche. Team Parker Racing and Nick have done well to even get hold of this car because they just aren't available, and I think it will be the perfect car for British GT."

Jones (l) and Malvern (r) will team up with Parker (c)

Bahraini team will field the Mercedes this year

2 SEAS MOTORSPORT MAKES MERCEDES SWITCH

2 Seas Motorsport will race a pair of Mercedes-AMG GT3s in European competition in 2021, with a GT World Challenge Europe campaign and continuing in British GT among the possibilities.

The Bahraini-British team in its debut 2020 season used McLaren 720S GT3 machinery, and in British GT finished third in the teams' standings having amid Covid's disruption diverted from a planned GTWCE campaign. It will take delivery of the two new Mercedes shortly and will confirm its championships and drivers in the coming weeks.

Team co-owner Nick Cristofaro said: "We are carefully reviewing the different options available to us to go racing with the current travel restrictions across Europe as they are. This includes the possibility of a return to the British GT grid for a second season, or possibly taking on the GT World Challenge Europe sprint or endurance calendars – both are extremely appealing to us a team and to drivers."

The team announced late last year that it intends to race two McLarens in 2021's DTM. It is unclear how this Mercedes move impacts the plans for a German programme.

KENT BROTHERS PLOT PITCHED ON-TRACK TITLE BATTLE IN TCR UK SERIES

Reigning TCR UK class champion Lewis Kent thinks his young brother Bradley will push him hard as he aims to retain his title as the pair team up in a two-car Hyundai assault this season.

TCR UK runs as a division within the Touring Car Trophy, and 21-year-old Lewis claimed the spoils last term in a Hyundai i30 N.

His Essex & Kent Motorsport team has bought fresh cars from WTCR squad Team Engstler – Lewis will drive the ex-Nicky Catsburg machine wile Bradley is in former Luca Engstler i30. They both sampled their new motors for the first time during testing at Brands Hatch last week.

Bradley Kent, 19, has driven in Mazda MX-5s and was the runner-up in the VW Racing Cup last season. He will step up into the TCR class in 2021.

Lewis Kent said: "The plan was always for Bradley to move up into TCR this year, but we were looking at racing in Europe. However, it's proving quite hard at the moment with the restrictions in place, so we will start the season in the UK and see if we can go further afield later in the year.

"The first test at Brands was great, and I will have a job on my hands with Bradley. He was fast straight away, and I am already looking over my shoulder."

Lewis (l) and Bradley (r) will join the TCR title hunt

Advertising enquiries: 01732 446757

RACING NEWS

IN BRIEF

Champs' McLarens
British GT champions Kelvin Fletcher and Martin Plowman's Paddock Motorsport team will enter a pair of McLaren 570S GT4s in this season's GT Cup. The team commenced racing last year in the Mazda MX-5 Supercup and now expands to GT Cup's GTH class with 18-year-old Moh Ritson confirmed as its first driver. There are no plans for Fletcher or Plowman to race alongside Ritson.

Turner returning
Scottish Formula Ford 1600 driver Colin Turner is targeting a Walter Hayes Trophy return after having both legs amputated following a crash at last year's FF1600 end-of-season event. The 70-year-old Falklands veteran is now able to walk with the aid of sticks and thanked the motorsport community for donating over £46,000 in his support.

Safety car back
Lincolnshire Police has confirmed Cadwell Park's stolen BMW M240i safety car has been recovered, meaning both that and the BMW X5 medical car that were stolen from the track last month are now found. Officers are continuing their inquiries into the incident and three men have been arrested and released under investigation.

Complete Elite
Sixteen-year-old Mexican Jose Garfias has completed Elite Motorsport's 2021 BRDC British Formula 3 line-up for his first season of racing in Europe. Garfias finished fourth in the 2019-20 North and Central American Formula 4 championship. He said: "My goal for this season is to learn and gain more experience. Hopefully I can have success along the way."

Rees rocks up
Welsh teenage karter Matthew Rees gets his single-seater graduation this season in the British Formula 4 championship with JHR Developments. The 15-year-old has had simulator and on-track running in the F4 car. Rees said: "It is very different from karting with the tyres and aero, but I think it has been going well."

Rees steps up to cars

Turner: back racing in UK

Photo: Aston Martin Lagonda, Jakob Ebrey, George McNeill, Team Redline Racing, JHR Developments

FMS has new Vantage GT4

TURNER RETURNS TO UK RACING IN GT CUP WITH FMR ASTON

FMS team has multiple Le Mans winner and new Vantage GT4 for 2021 title assault

By Graham Keilloh

Three-time Le Mans winner Darren Turner will race in the UK's GT Cup this season with Feathers Motor Sport, which switches to a newly acquired Aston Martin Vantage GT4.

Multiple class race-winning FMS last year in its first full GT Cup GTH class season took four race victories and second place in the championship with Turner's friend James Guess driving a Ginetta G55 GT4. Now with Aston works driver Turner – who was involved in the ultra-successful Vantage's development – the squad is aiming for the title.

Turner will participate in most of the season but will miss the Donington Park September round as it clashes with the Goodwood Revival. FMS had its first Vantage test at Donington earlier this week.

Guess said: "We're a small team, but we're competitive and we aim to punch above our weight. So far we've proved we're more than capable of doing that and, in the right circumstances, we have every opportunity to do that again with Darren's help and the speed of the Aston Martin."

Turner added: "I work alongside James most days and I have been aware of his progress last season, so when he asked if I'd like to be involved in the project this year I thought it seemed like a fun opportunity and good chance to help out a friend. This is a nice chance to return to some of the old favourite haunts from the British racing scene."

"UNLIMITED" NEW PROTOTYPE SERIES GETS COMPETITOR INTEREST

New "unlimited" sports prototype series Zeo Sports Proto has received strong competitor interest after opening registrations for its inaugural 2021 campaign.

The high-speed category was launched late last year by data centre cooling equipment manufacturer Excool and is for open or closed prototypes and sports racers, such as Radicals and LMP3s, across seven classes with no restrictions. Registrations are via a British Racing and Sports Car Club online portal.

Nearly 10 drivers signed up in the first two weeks and organisers anticipate more than 25 cars by the first race weekend, at Snetterton on April 11.

Zeo next year also is to introduce PrototypeE Racing where renewable energy will power Zeo Electric Sports Prototypes to speeds of over 150mph.

Series creator and experienced prototype racer, Excool's Duncan Williams, told Motorsport News: "Zeo is bringing back unlimited sports prototype racing to the UK in 2021. It's a chance for drivers to bring these special cars out from the garages and to enjoy some great hospitality with some familiar faces at the track."

Prototype racer Williams launching high-speed contest

Loved Legends racer McCosh has passed away

POPULAR LEGENDS RACER McCOSH PASSES AWAY

Motorsport News is sad to report the passing of much-loved Legends Cars National championship racer Gerard McCosh at the age of 67 after a long battle with cancer.

McCosh, from Biggar, was a Legends mainstay and revered figure, driving an immaculate maroon #69 car complete with mascot 'Napoleon' the pig. His registration to race in 2021 was recently confirmed.

Championship owner Phil Cooper said: "I'm at a loss for words learning of this awful, tragic news. Gerard was a wonderful character, a great competitor who absolutely loved his racing and simply a fantastic person – a gentleman in the truest sense of the word.

"I know I can speak on behalf of everyone associated with Legends Cars, the drivers, teams and all who work behind the scenes, when I say we will miss Gerard terribly and the paddock and the championship won't be the same without him. We are absolutely devastated for his loving family and send our deepest, deepest condolences to them."

TEAM UK SOUGHT FOR WORLD GAMES

Motorsport UK has launched its application process to find competitors to represent the UK in 2021's FIA Motorsport Games and win gold medals against contenders from around the globe.

The second edition of the international competition is to take place at Paul Ricard on October 29–31 and has an additional 12 disciplines, bringing the total to 18. These new contests include the grassroots disciplines autotesting, autocross and karting endurance, offering grassroots competitors an opportunity to compete. Motorsport UK is seeking Team UK representatives for all 18 contests.

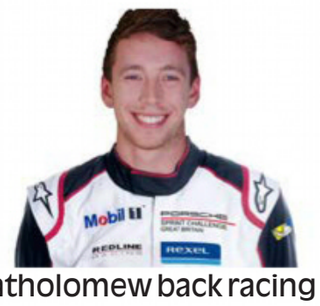
Governing body CEO Hugh Chambers said: "The FIA Motorsport Games concept is a fantastic initiative to showcase a diversity of disciplines and promote grassroots excellence on the world stage. Britain has long been associated with success in the world of motorsport and we would like to continue the tradition this year. After [a] preliminary approach to Rome in 2019 [first games], we plan to field entries from all areas of our community as we select the UK team."

BRITISH GT RUNNER-UP BARTHOLOMEW IN PORSCHE SPRINT CHALLENGE RETURN

British GT championship runner-up Jack Bartholomew is returning to racing this year as Team Redline Racing's first 2021 Porsche Sprint Challenge GB signing.

Bartholomew finished second in 2016's British GT4 table in a Beechdean Aston Martin. He then had a three-year Lamborghini Super Trofeo stint, winning the Middle Eastern championship in 2018 then finishing third in 2019's Europe series. The 22-year-old missed 2020's competition due to Covid's disruption. Redline Racing was second in the inaugural Sprint Challenge's entrant championship last year.

Redline managing director Simon Leonard said: "We're delighted to have signed a driver of [his] calibre. The success he achieved in the hugely competitive Lamborghini series shows his level of talent, so we're confident he can be a frontrunner from the off."



Batholomew back racing

RACING FOR £3000 IN 206 GTI CUP

The Track Attack Race Club is offering a chance to go tin-top racing for only £3000 in its 206 GTi Cup for the standard production Peugeot hot hatch.

In what the club describes as the most affordable way into tin-top racing today, an outlay of £3000 to £3500, depending on spec, will get you a turn-key ready-to-race car.

Alternatively a competitor can provide a donor car and the club will convert it for less than £3000, and the car can be collected in three weeks.

The club adds that a set of tyres should last a season and trackside support and race hire are also offered.

TARC's first race meeting of 2021 is due to take place at Lydden Hill on April 24.

RALLY NEWS

Finn tried WRC tyres

BOTTAS GIVES PIRELLI TIPS ON WRC RUBBER

Pirelli has used feedback from Mercedes Formula 1 driver Valtteri Bottas to help its preparations for Arctic Rally Finland.

Bottas, who uses Pirelli tyres in F1, took part on the Arctic Lapland Rally last month and split his time between running on Pirelli's Sottozero WJ and the Sottozero Ice, which will be used as standard by all four-wheel-drive cars on Arctic Rally Finland.

"The new tyres were very impressive," said Bottas, who finished sixth in a Citroen DS3 WRC. "A big improvement on braking performance and traction. High speed and durability was also good. I enjoyed the experience a lot."

Each Pirelli Sottozero Ice tyre made for Arctic Rally Finland is 205mm in width and fitted with 384 tungsten-tipped studs 7mm long.

The 13 World Rally Car drivers competing on the event can use up to 20 tyres during the rally, with a separate allocation of four tyres for shakedown.

BREEN READY TO GRAB HIS FIRST 2021 OPPORTUNITY

Irishman eager to capitalise on Hyundai chance on Arctic Rally

Photos:mcklein-imagedatabase.com, Hyundai Motorsport

By Graham Lister

Craig Breen begins his 2021 World Rally Championship bid in Lapland tomorrow (Friday) wary of the dark but boosted by the security of his part-season programme.

Irishman Breen takes over Hyundai's third factory entry from Dani Sordo on Arctic Rally Finland as part of their car-sharing arrangement for the year.

Although the South Korean make hasn't made Breen and co-driver Paul Nagle's schedule public, it's expected that Rally Estonia and Rally Finland in July and Belgium's Ypres Rally in mid-August will be among their six WRC outings.

"It's the first time for a long time I have a more defined programme in the WRC," said Breen, whose last multi-event campaign was with Citroen in 2018. "I want to start the season in the best way possible. If we can pick up where we left off in Estonia that would be great."

While Breen has tested ahead of the Rovaniemi-based event, his last competitive outing in a top-of-the-range Hyundai was on Rally Oudenaarde in Belgium in October, which was intended as an Ypres Rally warm-up only for Ypres to be cancelled shortly afterwards due to a spike of Covid-19 cases in the country.

Breen won that event having scored a hugely impressive second place on Rally Estonia the previous month when the 2020 WRC season resumed following the pandemic's first wave.

Breen: wants to impress

"It's important to get good points for the manufacturers' championship and get myself back into the rhythm of driving the World Rally Car," said Breen, 31. "I don't have any experience of the [Arctic] stages and luckily not so many people have experience there in the World Rally Car, so it will be a fairly level playing field."

Breen last gained winter driving mileage when he was part of the Hyundai line-up on Rally Sweden in February 2020, finishing seventh on an event that was shortened by limited snow and ice. He then scored a class win in third place on the Finnish championship-counting Itaralli two weeks later, albeit in a R5-specification i20.

Hyundai man is set to join the top table

Cold and dark to offer challenge to WRC stars

Hyundai driver Craig Breen on Arctic Rally Finland faces freezing temperatures – the ambient is set to hover around minus 10 degrees centigrade during the rally – night stages and being in a place where there are more reindeer (200,000) than people (180,000).

The closing stages of Lapland's first WRC counter on Friday and Saturday will run in the dark and Breen is braced for the possibility of some "tricky" moments behind the wheel. "The stages in the dark are going to be a challenge," Breen said. "Dark driving is always difficult but dark driving in snow is even more tricky. It's very difficult to define what's the road, what's the banks and what's around it. In the forest at night... first of all it's an amazing feeling, but secondly to try to distinguish what's what is even more difficult.

"We'll eat some carrots and make sure the eyes are on their best behaviour."

Of the prospect of competing in extreme conditions, Breen believes he will be well prepared. "The cars are quite warm inside during an event but when we're outside making changes it's difficult to keep warm in minus 20 degrees. So we'll carry some heated insoles to keep our feet warm as it's important to have all the feelings in your fingers and toes to drive the car properly.

"Hopefully we won't need them but we'll have shovels in the car because it's not a place to be stranded outside. That says a lot about the challenge of the event."

Suninen's Monte Carlo Rally ended early after a crash

M-SPORT'S SUNINEN KEEN TO BOUNCE BACK AFTER SHUNT

Teemu Suninen has told Motorsport News that he has no plans to change his strategy and go for low-key start on Arctic Rally Finland.

Finn Suninen was on course to win the opening stage of the Monte Carlo Rally last month only to crash heavily nearing the finish of the run.

Despite the severity of the damage inflicted on his M-Sport Ford Fiesta WRC, Suninen is preparing for another all-out charge from the outset when the Rovaniemi-based event gets underway with the first of 10 stages on Friday afternoon.

"I [will start] with the same mentality I had in Monte," said the 27-year-old Suninen. "It was an unlucky accident and I would start the stage in the same way [again]. OK, if I know I am going to crash with that speed then I have to change it but I didn't start to drive with a high risk on the stage [in Monte].

"My aim is to be as fast as possible in the first two stages where there is some chance to make some difference with the time. The Friday stage is the challenging and technical, especially when we are doing it for the second time in the dark."

Suninen's only previous experience of competing in Lapland was in 2014 in a Ford Fiesta R2, his second rally using pacenotes.

He was testing the rebuilt Fiesta in Finland last weekend alongside his British team-mate Gus Greensmith. Greensmith has never competed on snow in a World Rally Car before.

PRIZE OPTIONS FOR JUNIOR WRC WINNER IN 2022

This season's Junior World champion can choose between the keys to a Ford Fiesta Rally2, 200 Pirelli tyres, a WRC 3 registration for 2022 and entry on five 2022 WRC rounds – or a new alternative prize.

M-Sport Poland, the company behind the JWRC, is offering five fully-funded drives in a new-generation four-wheel-drive Fiesta Rally3 on five WRC events in 2022 instead.

Boss Maciej Woda explained: "We have consulted current, former and potential Junior WRC drivers about the prize package and taken their feedback on board. By introducing the alternative prize package, we are recognising the challenge that all drivers face when stepping up to a higher category."

Ownership of the Fiesta Rally2 is dependent on the JWRC champion contesting a minimum of five WRC events in the M-Sport-built car in 2022.

Elfyn Evans made history with Rally Sweden win in '20

EVANS NOT BANKING ON SNOW GLORY

Welshman Elfyn Evans says winning the WRC's winter rally for a second year running isn't a foregone conclusion.

Evans won Rally Sweden last February and will be among the favourites to win Arctic Lapland Rally this weekend. But the works Toyota star isn't getting carried away as he prepares to compete in Lapland for the first time.

"The conditions are likely to be different to what we've seen in Sweden in recent years, when there's been very little ice or snow," said Evans. "We've also had to adapt the set-up for the new Pirelli tyre. Similar to Monte we have no experience with the tyre, but it's a bit more straightforward because we only have one choice for this rally."

Evans is nine points behind team-mate Sebastien Ogier in the title chase after one round. Ogier said: "When I tested in the area around Rovaniemi last week I enjoyed it a lot: I felt happy with the car. We just have to wait and see how the conditions are opening the road, as this can play a big role on snow rallies. I know to expect tough competition from my team-mates in these conditions."

Advertising enquiries: 01732 446757

RALLY NEWS

NEW SCOTTISH RALLYING PODCAST LAUNCHED

A new Scottish Rally Championship podcast Scottish Rally Craic has been set-up by two of the series' co-drivers Sinclair Young and Ian Parker.

Young told MN the podcast – which featured Niall Cowan Jr as its first guest last week – might keep running when rallies do return but for the meantime should "hopefully keep us sane".

He said: "The thinking behind Scottish Rally Craic is to provide a platform for anyone involved in Scottish rallying who has a story to tell. The intention is to keep our chats very informal so that the listener can get a better flavour for the characters that are involved in the Scottish rally scene – we all know there are plenty out there!

"We were looking for a way to fill the time between now and getting back to competing and we felt this was a good challenge for us and will provide some good content for our social media platforms," Young added. "Ultimately it's a bit of fun for us and we get to chat nonsense about rallying which should hopefully keep us sane until we get back into the stages again."

The podcast can be accessed on Spotify, Apple Music or Alexa.

Cowan Jr was on episode one

Onboards are available

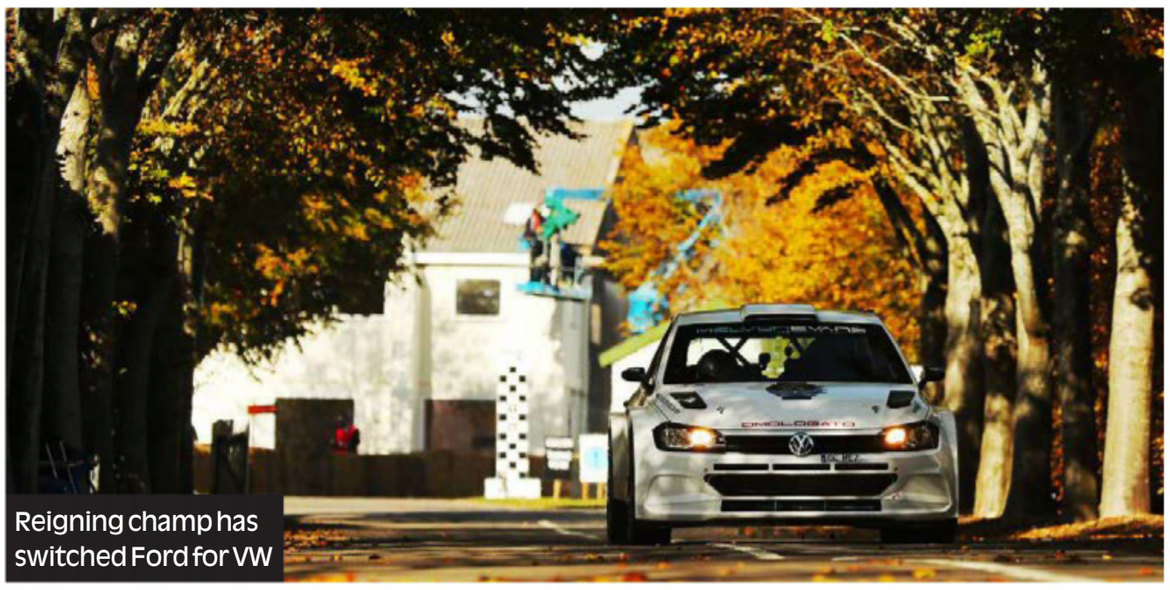
CAMBRIAN RALLY 2020 RELIVED

To commemorate what should have been the 2021 Cambrian Rally, the event's social media team relived the 2020 event in real-time on the day the 2021 rally was supposed to happen (February 20).

Detail on how the stages were set up and chosen were posted along with in-car video from each stage from the top four British Rally Championship seeds (Matt Edwards, Tom Cave, Rhys Yates, Osian Pryce) thanks to Mad Bob Media.

Edwards won the rally in a Ford Fiesta Rally2 ahead of Pryce and Yates as Cave - who had led early on - broke his Hyundai's suspension on SS3, eventually recovering to sixth overall. It remains the last BRC event too as Covid-19 has decimated the rallying calendar.

The 2021 Cambrian Rally has been rescheduled to October 30 and will be a counting round of the British, Welsh and BTRDA championships.



Reigning champ has switched Ford for VW

Photos: Jakob Ebrey, mcklein-imagedatabase.com, Chicane Media

Edwards is confident he has a competitive '21 package

EDWARDS SWITCHES TO VW FOR BRITISH TITLE ASSAULT

Reigning champion is excited for his new venture in a Volkswagen Polo GTI R5

By Luke Barry

Matt Edwards has told Motorsport News the opportunity to drive a Volkswagen Polo GTI R5 in this year's British Rally Championship is exciting but doesn't represent a breakdown in his relationship with M-Sport.

Aside from a one-off drive in a Hyundai on Wales Rally GB 2019, Edwards has only driven Ford Fiestas in the R5 class since stepping up towards the end of 2016. He won both the 2018 and '19 British titles and was leading the 2020 series before it was cancelled due to Covid-19.

The Polo Edwards will steer in 2021 will be supported by long-term backers Yuasa, Swift Group and new sponsor TPS. Melvyn Evans Motorsport will run the car and Darren Garrod is expected to co-drive.

Edwards said: "It's exciting and obviously to work with Melvyn who's got a long history in motorsport and the Welsh aspect and all the rest of it is brilliant. It feels really good from an environment point of view [and] to be in a car that's obviously been so successful is exciting too."

Edwards is pushing to become the first man to win three British titles on the bounce and said the motivation to achieve that is "massive." In doing so, he will become the first man to drive a Volkswagen in the BRC since Tapio Laukkanen piloted a Golf IV Kit Car in 2000 but it will mean he has to acclimatise to an all-new car.

"There's a lot of challenges," he said. "The car and the time out are the biggest of them but that said the Fiesta for the Cambrian last year was such a radically different car as well and we won first time out with that when the main rivals were in familiar machinery. So I don't foresee the car being a problem and the reputation of the Polo precedes itself so there is no doubt we're in capable machinery."

However Edwards has admitted that leaving M-Sport is "tough" given the success he and the team have shared. But he insisted "there's definitely no problems with the relationship," proved by the fact he is doing weather crew for the World Rally Team on this week's Arctic Rally Finland.

"The change is not to do with the team or the equipment it's purely the situation we find ourselves in," Edwards explained. "I absolutely loved the new car on the [2020] Cambrian Rally and it's the best rally car I've ever driven that's for sure. It was tough, it's not the situation I wanted to find myself in because they've done great things to help me get the two titles so it's a shame."

STONE'S SPRINT SUCCESS AND ASPHALT ASPIRATIONS

Asphalt battler John Stone has enjoyed dabbling in sprint events with his Ford Fiesta WRC and plans to do more as the wait for stage rallying to restart continues.

Stone did two Association of North West Car Club rounds last year and grabbed two podium places.

He told MN: "I always like to show something for the year that we've done something or won something, and to be honest I enjoyed the format of it. I quite enjoyed the switching yourself on for a short space of time and really going for it."

However Stone insisted his sprint outings don't mean he's "giving up rallying" as his eyes are still fixed on an Asphalt championship assault.

"I've been reminiscing about old times, watching the old TV coverage and that's where we want to be really," he said. "Hopefully there'll be enough rounds to get in this year but I think it might be limited, but we'll take anything at the moment. Depending on what happens with that, we've got a gravel kit now so if that doesn't happen we'll get the Fiesta out in the woods."

Sprints for now, asphalt stages for later for John Stone

LEGENDARY KIT CARS RETURN TO THE STAGES

The iconic British Rally Championship-conquering Renault Maxi Megane is making a return to the stages in France under the new Philippe Bugalski Challenge.

Famously driven by Robbie Head, Martin Rowe and Tapio Laukkanen in the BRC, the Maxi Megane was one of the best cars of the Formula 2 Kit Car era and indeed won the FIA 2-Litre Cup in 1999.

It, along with the Clio Maxi and Super 1600, has been given a new home for 2021 in commemoration of former Renault pilot Bugalski who died in 2012.

The challenge, which has support from Renault Sport, will head to six of the French Tarmac Rally Championship's nine rounds, with the champion receiving a season-entry for a national Clio Trophy in 2022.

Maxi Megane was dominant in Britain in late 1990s

Renault Sport customer racing director Benoit Nogier said: "Even today, many drivers and owners still take great pleasure in competing with these cars that have left their mark on an entire generation.

"We now offer them a dedicated setting to bring these magnificent cars back to the most scenic roads in France."

F2 Kit Cars have been scarce on British rally stages in recent years, although Chris West twice won the MN Circuit Rally Championship in a modified Peugeot 306 Maxi.

POSITION AVAILABLE

Would you like to write for Motorsport News?
Do you have a passion for national rallying?

THE VOICE OF BRITISH MOTORSPORT
MOTORSPORT NEWS

Motorsport News is on the hunt for a full-time reporter who is focused on the national and international rally scene. The applicant would be an enthusiastic self-starter with a strong knowledge of the service parks in the UK, excellent writing abilities, be able to work under pressure, be averse to sleep at the weekends and possess a determined work ethic.

If you are interested, please contact matt.james@kelsey.co.uk

motorsport insurance specialists

On-Track Accident Damage Cover
Motorsport Commercial & Liability
Road Insurance for Rally, Race, Sports, High Performance & Modified Cars
Insurance for Event Organisers
Personal Accident & Travel

0115 965 1040
On-Track Accident Damage
Motorsport Vehicles, Competition and Sports Cars

0115 965 1050
Commercial Policies, Liability Cover and Personal Accident

reis motorsport insurance

www.reis.co.uk
contact@reis.co.uk

Reis Motorsport Insurance is a trading name of Insurance Factory Limited.
Insurance Factory Limited is authorised and regulated by the Financial Conduct Authority (No. 306164).
Registered Office: 45 Westerham Road, Sevenoaks, Kent TN13 2QB.

RALLY NEWS

On its way: Extreme E

EXTREME E PADDOCK SETS SAIL TO SAUDI ARABIA

The boat that will transport the Extreme E cars and equipment round the world for the series' inaugural season this year – the St Helena – set sail from Liverpool last week, fully loaded with the championship's single-make Odyssey 21 machines.

The former Royal Mail ship underwent a two-year refurbishment process, and is being crewed by 50 people. It can sleep up to 175, and will be used as a base for teams for several Extreme E rounds.

Extreme E founder and CEO Alejandro Agag said: "The departure of the St Helena marks the start of her new voyage. Extreme E's first season is now officially underway. This has been a massive project and she really is unrecognisable from when we purchased her back in 2018.

"She is unmistakably part of Extreme E with the exterior branding, and the internal refit looks incredible."

The journey to Saudi Arabia for the opening round is expected to take between 17 and 20 days, with the series' opening round taking place on April 3-4.

JC RACETEKNIK AND EKS MERGE TO BECOME EKS JC

World RX title winner strengthens partnership with Mattias Ekstrom's squad

Photos: FIA World RX, 5 Nations BRX, Extreme E, FIA ERC

Ekstrom drove for JC last year

By Hal Ridge

Defending World Rallycross teams' champion JC Raceteknik and 2016 winner EKS have aligned to work together moving forward as EKS JC while confirming another World RX assault this year.

Running under the KYB Team JC banner in 2020, JC Raceteknik claimed that teams title using EKS-built Audi S1s with EKS owner Mattias Ekstrom behind the wheel of one of the cars.

Now, the Joel Christoffersson and Ekstrom-owned concerned will combine resources to focus on more World RX success and on other new projects that will begin with Ekstrom's entry into Arctic Rally Finland this weekend in a Skoda Fabia Rally2 evo.

"From now on Joel will take care of all the EKS and JC Raceteknik joint racing projects – rallycross, rally, crosskarts and anything else we come up with," said Ekstrom. "We are also looking into the future of electric racing and sooner than later there will be a race car in our workshop that is purely driven by electricity."

Ekstrom is unlikely to drive in World RX this year, with his plans centred around driving for the Cupra ABT team in Extreme E. EKS JC will be based out of Christoffersson's workshops in Kil, near Karlstad, but will still utilise EKS's base near Avesta too.

"Me and Mattias share the same mindset and attitude for the sport," said Christoffersson. "This is one of the main reasons why our cooperation has been so successful so far and that has become a solid foundation for joining forces for the future. For 2021 we want to focus on World RX and we want to win not only the teams' title, but a drivers' title as well. We are also looking into more projects to expand our operation in multiple disciplines."

BRITISH RALLYCROSS VETERAN HILL BACK AGAIN IN 2021

British Rallycross Championship 5 Nations Trophy frontrunner Steve Hill will contest a full campaign in the 2021 series with his Mitsubishi Lancer E10.

The 70-year-old, who made his debut in an E10 in 2010, was a podium finisher in 2019 with the car and, following upgrades, had high hopes for last season. But with the condensed calendar meaning the series ran over just two weekends and some incidents and technical problems for squad hampering its efforts Hill didn't feature on the podium in 2020. He's hoping to hit the ground running this year.

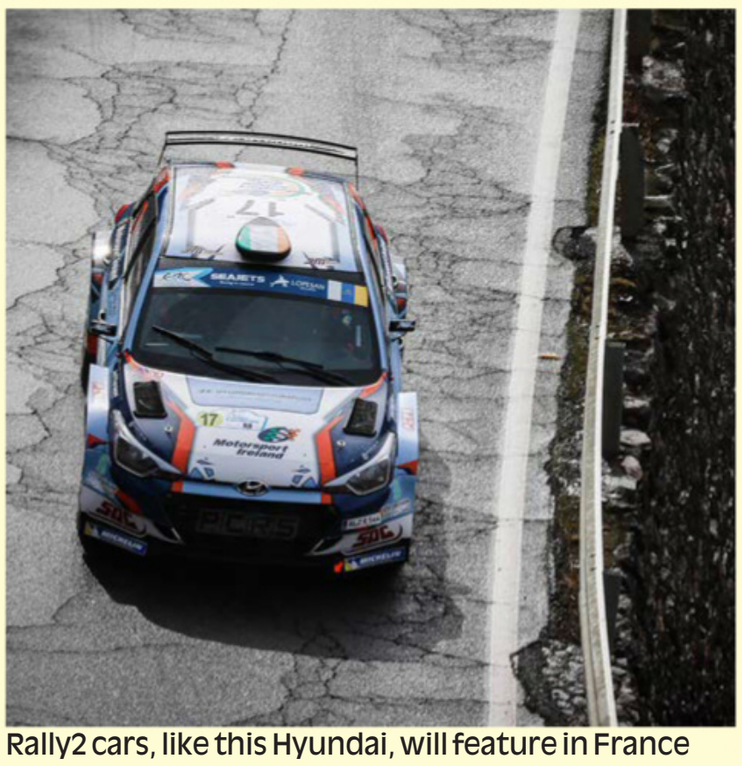
He said: "We made some good steps forward with the car last year, the changes we made to the set of both transmission and rear geometry were a success in helping us find more pace, but because we had a couple of unrelated problems in such a short season, we never really got into a rhythm.

"The level in Supercar now cannot be underestimated. Just qualifying for the final isn't a given with the strength of the field, and there are more competitors on the way too. We're going to keep our heads down, keep pushing hard and hopefully that can be rewarded by some visits to the podium."

Hill added that he had his fingers crossed that the calendar could return to normal in 2012. "Like all sports we really need to get going when it's possible to do so, so we can give a return to our partners and the fans, and of course do what we love doing, which is to compete," he said.

Hill is eyeing a return to the rostrum in his Mitsubishi

RALLY CARS INTEGRAL TO FIA'S MOTORSPORT GAMES



Rally2 cars, like this Hyundai, will feature in France

Rally2 and Rally4 cars are set to feature in the second FIA Motorsport Games – which is scheduled to be based at Paul Ricard in France from October 29-31 – having been delayed from 2020 due to the Covid-19 pandemic.

Motorsport's world governing body has confirmed that rallying is "set to become a major part of proceedings", with the new FIA Motorsport Games category using Tarmac stages around Sainte-Baume, located 30 miles north of the French Grand Prix venue.

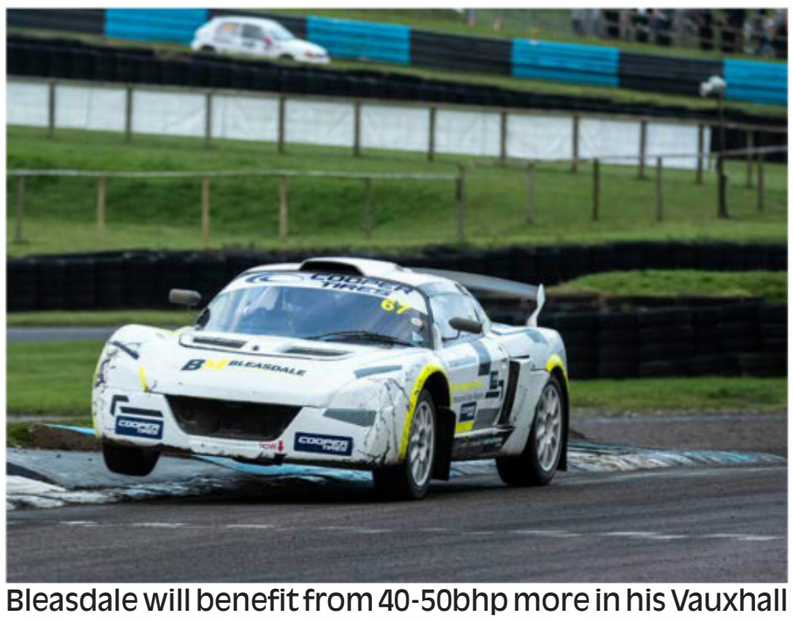
The rallying element of the Motorsport Games, one of 18 planned disciplines in the 'Olympics of motorsport', will also include a Historic Rally and Historic Regularity Rally. The first Motorsport Games was in Rome, 2019.

VX220 PILOT BLEASDALE TARGETING REGULAR PODIUMS

Supernational rallycross campaigner Jason Bleasdale is targeting regular podium appearances this year, having impressed in his debut campaign in 2020.

Driving a Vauxhall VX220, Bleasdale finished on the podium on his 5 Nations British RX debut at Lydden Hill in August, then claimed victory in round two. He also won a round of the BTRDA Clubmans series at Blyton. With a refreshed engine in his current car, six-time Pro Freestyle National Jet Ski champion Bleasdale also has a new car in build.

He said: "The plan last year was just to get used to the car and rallycross itself, so what we achieved was above all our expectations. We were happy with the power we had last year, but we've got around the 40 to 50 more horsepower this year and there are big plans with a second car in build. We're trying to get that on the grid this season, if not it will be definitely be out for next year."



Bleasdale will benefit from 40-50bhp more in his Vauxhall

Already a podium regular, Bleasdale wants more of the same in 2021: "The main hope is that we can get a full season, even better with spectators. Hopefully we get to the finish of every race, but I'm going to be pushing for the podium, that's where I want to be at."

HISTORICS

DOWN THE WORKSHOP

1964 LOTUS ELAN

Current owner: Andy Somerton

Long time coming: the Elan

It raced from new

"The car was originally sold by Lotus to Brian Sherwood in August 1964 through Duchess Autos of New York, the Lotus distributor for the US east coast at the time. It was raced by Sherwood for four seasons from 1964 to 1967 in club racing at Silverstone, Snetterton and Mallory Park and was often entered under the Team Minilite banner."

The body was modified

"The car's first race was on October 3, 1964 at Silverstone. It was registered for the Autosport Championship in 1965 and also competed in two Birkett Six-Hour Relay races. It was gradually modified over that time and had a fastback and faired-in headlights at one point before an accident with an AC Cobra at Silverstone, after which it was rebodied."

Brian Sherwood bought Piper

"Brian sold the Elan in 1967 to buy a Piper sports racing car and he eventually took over the Piper Cars concern and took the company to Le Mans with the ultra-low Piper GTR race car, which measured only around 30 inches tall. Unfortunately, overheating problems in qualifying meant that the car did not qualify for the race. The project folded when Brian was sadly killed in a road car accident near to Brands Hatch in late 1969."

The Elan resurfaced in the 1990s

"It was advertised for sale in the 1990s so there is a big gap in the story. I was racing another Elan in Classic Sports and in 2002 someone put a note on the windscreen at Oulton Park. 'Did I want to buy an Elan?' A chap called Norman Luckton had it and it was all together but not usable."

It had a long rebuild

"I bought the Elan in September 2003 and it was still on the original chassis, but it was rotten so I did a full rebuild. It cost a lot of money and took a long time. I finished it in 2014 but decided to pay off the mortgage before going racing."

It's now ready to race

"I finally raced it for the first time in 2018. There was no racing in 2019 as the engine needed a full rebuild. I got out for the final race of 2020 at Silverstone. Now it is ready to race and my aim is to contest all the Guards Trophy races, starting on the Silverstone Grand Prix circuit in May."

JAGUAR BOSSES REASSURE REPLICA OWNERS AFTER SWEDISH COURT CASE

Firm welcomes judgement and allays fears for Big Cat enthusiasts

By Paul Lawrence

Jaguar Land Rover has moved to reassure owners of replica Jaguar C-types that they are safe from prosecution following a recent court case in Sweden.

Many such cars, as well as examples of D-types and E-types, are raced in historic events. The issue stems from plans by Swedish Jaguar enthusiast Karl Magnusson to build several C-type replicas for sale.

Jaguar brought a court action over copyright infringement and a court in Stockholm found in favour of Jaguar and confirmed that the C-type is protected by copyright. Magnusson's first C-type replica is set to be destroyed and he will have to pay costs of £450,000.

"Our C-type replica was going to be the cherry on top of our small private collection of restored Jaguars," claimed Magnusson. That collection will be sold to fund legal costs. We feel so betrayed. They had every opportunity to warn me if I was doing something wrong."

Dan Pink, director of Jaguar Land Rover Classic, said that Magnusson planned to build six cars at a price of over £200,000. Pink said: "We wanted to reassure our customers and [Jaguar] enthusiasts that most of Magnusson's news release was misleading, conjecture or completely untrue.

"Importantly, we want to allay any fears amongst the network of enthusiasts that JLR might pursue individual owners of replica Jaguars and insist upon their destruction. This is not true. We have never taken action against private owners of pre-existing individual replica vehicles.

"We will, however, take action to stop businesses using our Intellectual Property illegally for their own profit, as in this case."

Photos: Paul Lawrence

Jaguar has moved to protect the design of classics

Horatio Fitz-Simon will be part of a three-car Merlyn campaign

Expat to return in Classic Team Merlyn

California-based Englishman Horatio Fitz-Simon will bid for the Historic Formula Ford title this season in the three-car squad from Silverstone-based Classic Team Merlyn.

The 20-year-old racer has very limited experience from a handful of Historic FF races but has shown tremendous pace and hopes to use success in the Merlyn Mk20 as a career springboard. Fitz-Simon has impressed both in and out of the car.

Fitz-Simon said: "This is the drive I've wanted. We've already seen what Mike O'Brien's team did for champion Pierre Livingston last year, so I'm aiming to hit the ground running and be competing for victory from the word go at Snetterton in April."

Rally Peugeot set to take a bow on the circuits

A former Peugeot Challenge 309 GTi rally car will be racing this season in the hands of new owner Brynmor Pierce.

The car was initially built for Mark Wagstaff and was the first 309 to win a round of the Peugeot Challenge on the 1989 Manx National. It was later driven on international events by Simon Nutter before moving into clubman's events. It was then stored for nearly 20 years and was stripped of many period parts.

Pierce said: "I discovered it last year it has undergone a full bare shell rebuild at Rally Prep in Cornwall. I plan to compete in the new HSCC 80s Production Challenge."

The Ralli22 organisation will be a key part of the Shelsley Welsh Classic event this summer on July 17-18. A field of Group A, Group B and early WRC rally cars will take to the Worcestershire hill and demand for places has already exceeded the 40 entries available.

IN BRIEF

Wood for Formula 2

Former Clubmans champion Martin Wood plans to break a long lay off from racing to compete in Historic Formula 2 this year in a Ralt RT1. Wood made a brief foray into British Formula 3 after his 1982 Clubmans title but has not raced since the early 1980s. He has acquired the ex-Nick Fleming Ralt for his return and had a one-off outing in Classic FF2000 at the end of last season as a warm-up.

Merlyn's line-up

The other two drivers alongside Horatio Fitz-Simon (*see story, left*) in the Classic Team Merlyn squad in Historic FF1600 will be Over 50s class drivers Alan Schmidt and Mark Carter. Schmidt raced in the shortened championship last year, while Carter first ran with the team at the Walter Hayes Trophy at Silverstone after several years racing in Caterhams.

Latvala's success

New Toyota World Rally Championship team boss Jari-Matti Latvala recently won his local Mesikammen Rally in Finland in his 1988 Toyota Celica GT4. He won the rally by nearly two minutes and competed alongside his father Jari who took 11th place in a similar Celica GT4. Jari-Matti was partnered by his regular co-driver Juho Hanninen and won the 160-car event overall against modern cars.

Road Sports is longer

The Historic Sports Car Club has extended the track time available to its 70s Road Sports and Historic Road Sports Championships in response to competitor requests for longer races. Both championships will be at eight meetings, each featuring one longer race or a double-header. In total, including qualifying, Road Sports racers will have almost six hours of track time this season.

Tour Auto firms up

Plans are progressing for the 2021 edition of Tour Auto, running from April 19-24. The French classic race and rally tour is due to run from Paris to Nice via races at Dijon, Bresse, Ledenon and Paul Ricard. Close to 100 cars are entered in the competition event with a further 80 in the concurrent regularity event. Organisers Peter Auto are working to make the event happen under Covid restrictions.

Travel dilemma

In the light of current European travel restrictions, only a handful of British crews are currently on the entry list for Tour Auto. Heading the UK runners entered for the French race and rally event are father-and-son Grahame and Oli Bryant in their two-litre Porsche 911 and Roderick and Patrick Jack in their Alfa Romeo GTA. Rallying brothers Steve and Tony Graham field their 1951 Nash Healey in the regularity event.

Ricard date delayed

The first major European historic race meeting of the season has been postponed until later in the year. Peter Auto's Dix Milles Tour at Paul Ricard in France was scheduled for March 26-28 but will now be moved to an as yet unconfirmed date later in the season.

TRUSTED WINNERS SINCE 1853

CLASSIC

Oil is the lifeblood of an engine and Classic vehicles require specially designed lubricants. Motul has a long history of 168 years as a lubricant specialist with a huge reputation in the automotive world. In 1953, Motul was the first lubricant company to develop multi-grade oil. Today, Motul offers a reliable and unbeatable range of quality products, used by drivers and teams, car enthusiasts, mechanics and technicians across the world.

witham Motorsport OILS
MOTUL
OFFICIAL LUBRICANT PARTNER

Motul in the UK deals with Witham Motorsport as its partner for car products. Witham Motorsport has an impressive track record for service and technical know how and are able to provide the whole range of Motul automotive engine oils, brake fluids, gear oils, coolants, as well as useful engine care and cleaning solutions, technical support and a whole lot more for garages and workshops.

MOTUL
MOTOR OILS
MOTUL
Since 1853
FIVA GLOBAL PARTNER

To order online or for more information contact: 01353 723373 motul@withamgroup.co.uk

withammotorsport.co.uk

GETTING OVER THE LINE

TECHNICAL COLUMN PROVIDED BY WITHAM MOTORSPORT – DISTRIBUTORS OF MOTUL AUTOMOTIVE LUBRICANTS

How a British Touring Car Championship link-up helps push the boundaries

The British Touring Car Championship is known for its no-holds-barred competition. In a category where success can literally be measured in hundredths of a second, making sure each element of the package is performing to its maximum is crucial.

Since 2011, Speedworks Motorsport has been at the cutting edge of the competition. For the last two seasons, it has operated the Toyota Gazoo Racing-backed Corolla. It has been a seven-time race winner since its inception and the Cheshire team will launch an all-out attack on the teams championship this year with an expanded two-car assault with Rory Butcher and Sam Smelt at the controls when the 30-race contest gets underway at Thruxton in Hampshire in early May.

Part of Speedworks' preparations has been working hand in hand with Motul and Witham Oils to make sure that the adrenaline flowing through the hatchback is as slick as it can be.

Christian Dick runs the Speedworks Motorsport team with his wife Amy, and he says the partnership between his crew and Motul has grown over the course of nearly a decade.

"We have worked together since 2012," he explains. "It has been a wonderful relationship and it has developed over the years. Initially, it was purely an oil supply deal and then there was some financial support.

"It has grown over the years and our link with Motul is now a proper technical partnership where we now send off oils that we have used in different temperature ranges. They look at our samples and see if they can improve it in any way. That works across the oils we use and the greases as well from all areas of the car."

Not only does the relationship benefit both parties, it can also help protect the investment of the team in its race programmes, and that runs across all of Speedworks' activities. It runs in many different categories, including the British GT championship alongside its BTCC campaign.

"If you were on the wrong product, the difference would be evident in the horsepower you can generate," explains Dick. "If there is less drag and friction coming from the greases and oils, that is also going to improve your overall performance.

"The relationship is a pretty vital part of everything that we do at Speedworks and it isn't just about how fast we can go on the track: there is an aspect of the product that looks after the life of the components too."

As part of the relationship between the two parties, information is not only fed back from the team to the experts at Motul, it comes in the other direction too in the relentless quest for performance and perfection. Dick concludes: "There is a whole range of different products that we use and will listen to all the recommendations that come to us: that can be anything from a wheel-bearing grease to a CV joint grease. The oils are not only what you would think of traditionally, you have to include things like gearbox oils too. It is a highly complex area, and it is a great satisfaction to know that we have the real experts on our side."

The Speedworks Toyota Corolla has won multiple BTCC races and is aided by a relationship with Motul

Christian Dick says the partnership is beneficial

Speedworks uses Motul products in all its cars

For more information please contact Witham Motorsport:
01353 723373 motul@withamgroup.co.uk
withamgroup.co.uk

Advertising enquiries: 01732 446757

FEATURE

Keen says he's a fan of anything with an engine!

PHIL KEEN: A CHAMPIONSHIP OR FIVE MORE YEARS RACING? I'D CHOOSE THE RACING

British GT's standard bearer and race win record holder tells all to Graham Keilloh

For this week's Motorsport News readers' Q&A we are in the presence of GT racing royalty. Phil Keen in his Lamborghini Huracan is a fixture in the British GT championship as well as further afield. He's also a historic racer and became a YouTube sensation by taking his Lister Jaguar Knobbly through the field to win at the 2018 Goodwood Revival after starting from the pits.

And in Keen's home British GT contest, while he's somehow so far missed out on the overall title, he's been the driving standard bearer for years. He's won more races overall than anyone in the category, and in 2020 – although notorious Silver Cup vs Pro-Am vagaries often impeded him – he underlined his continued status as the fastest thing out there by taking seven fastest laps from the nine races.

But, as we find out from your enquiries, there's a lot more to Keen even so. Many of his answers might surprise you. We find out variously about his love of motorcycle racing, of driving a Honda Civic road car and of his fascination for tractors… But let's start with what he's best known for.

Question: It's your last race – do you choose the Huracan, the Lister Knobbly or something else? And where to race it?
David Harbey Photography
Via Twitter

Phil Keen: "I've never been to Bathurst, so I'd like to drive around Bathurst in a Lola T70 3B. It's a sportscar from I think the seventies [late 1960s, actually]. It's just the connection with the car, it's got a massive V8, lightweight, it's a manual gearbox, no ABS, it's on a radial tyre. It's a proper car to drive and to drive round somewhere like Bathurst would be an eye-opener, especially if it's my last-ever race!

"It's good to go somewhere I've never been before and I've always watched it [Bathurst] on TV and I really enjoy the circuits that have no run-off, that are all concrete walls and no room for error.

"I'm all up for safety, don't get me wrong, but they've ruined a lot of circuits these days by making big run-off areas and it means it's very easy to find the limit.

"Obviously I don't want to see people get hurt, but at the same time I like circuits that you have to build up to and respect. You go to Silverstone these days and you can drive off the circuit at every corner, there's no real challenge or there's no real penalty if you run wide anymore. If you look, Goodwood's never changed and a lot of the circuits in America haven't, Road Atlanta, places like that, they're proper old-school circuits that haven't been tampered with."

MN: Do you feel circuits like that separate the good and not so good drivers a bit better?

Photos: Jakob Ebrey

Keen again sees the cheqeured flag first

Keen has impressed in Lister Knobbly

Keen has taken more British GT overall wins than anyone else

PK: "Yeah and also it's a challenge isn't it? You turn up to a circuit and you can't afford to make a mistake or you have to be on top form, and that's the way you see the difference between good drivers and really good drivers."
MN: You mentioned Bathurst, has there ever been a possibility of that for you?
PK: "I would love to go and do it, we've talked to a few people a few times about potentially going. It's definitely on my bucket list of circuits that I'd love to go and do, so hopefully one day I'll get to have a go. It'd be great to drive a V8 Supercar round there, they look awesome. Again there's no ABS, skinny tyres, they look a lot of fun."

Question: What's your favourite car you've raced within British GT?
agreenfield0602
Via Instagram
PK: "Well I've got to say Lamborghini! [Laughs] They've come on so much, each car it has improved and got quicker and quicker and the Lambo is a great car and they've done a good job."
MN: When you think about all of the various cars you've raced in British GT, how do they compare to each other?
PK: "Most of them these days have come on in terms of the amount of grip they have, braking, aero, and driveability as well. If you jumped into a Mosler for example or an old [Porsche] 996, or 997, from a long time ago, they were very different to drive. They didn't have the braking performance, didn't have the cornering speed, they didn't have the engine tractability and they are a lot more usable and easy to get nearer the limit these days. They've done a good job with the cars to make them more Am [amateur driver] friendly. For me that's the biggest thing.
"I haven't driven an old car for a long time now, so it's difficult to do a back-to-back comparison, you'd have to get in one and get in the other to get a true feeling for it. But I look at it based on the old Lamborghini before they brought the update kit, and the car actually got slower in a straight line and the speed came from braking and cornering.
"So they've tended to work hard on the aero platform and braking performance [which] is where the biggest improvement I've found has come, and then the tractability of the cars and the systems with the traction control and making it more user friendly with paddleshift and everything else."

Question: If you could partner up with one driver, from any series, past or present for one race, who would it be?
Alfie Lunn
Via Facebook
PK: "I'd probably say Joey Dunlop. I just like the way he worked in the sport. I know it was motorcycle racing but I like what he stood for and the things he did for the sport and the way he worked at his own bikes, raced at the TT and travelled around the world helping people when he could.
"He was just a sporting hero of mine I suppose, someone that you admire. So if I could give back to the sport like he did then that for me [would be] good.
MN: Do you follow motorcycle racing?
PK: "I enjoy watching the motorbike racing, the World, MotoGP and stuff is very impressive to watch and the racing is great. I follow it all really, well I try to."
MN: Have you ever been tempted to have a go yourself on two wheels?
PK: "I struggle enough on four wheels! I would love to have a go, don't get me wrong, but I don't think it would end well!"

Question: What's your favourite circuit you have ever raced at?
jake_s95
Via Instagram
PK: "I like Oulton Park, I like Cadwell Park, I like Portimao. Portimao is really good and I do enjoy racing round there. Le Mans is quite a challenging circuit. If I had to pick one I'd probably say Portimao."
MN: It sounds like a bit of a theme, the challenging old-school tracks?
PK: "Yeah the reason I don't put Spa on the list, to me they ruined Spa a little bit with all the runoff. Pouhon, Blanchimont all used to have gravel, and Eau Rouge, and if you ran wide you were in trouble. You can just straight-line everything now. You saw at Spa 24 Hours this year [2020] you can just drive flat out, drive off the circuit and come back on again. I don't feel it's as good as in 2005 when I first went there."
MN: And Portimao, how often are you able to get out there?
PK: "Not very often, I've raced out there in Michelin Le Mans Cup, I've driven a few classic cars round there so not very often to be honest. But we used to go out there testing every year in February,

continued on page 17

INVISIFILM

SPECIALISING IN

VEHICLE PAINT PROTECTION FILM & WINDOW TINTING

PAINT PROTECTION

Paint Protection Film is a virtually invisible urethane film, which protects your vehicle's paint from unsightly damage and maximises re-sale value.

Some of its features include Self Healing, Stain Resistance and Superior Optical Clarity.

Paint Protection film is one of the best ways to preserve and protect your vehicle to showroom quality finish after purchase. The virtually invisible film will keep your vehicle paintwork looking fresher for longer by protecting vulnerable areas from stone chips, scratches, insect damage, tree sap, bird droppings, salt and minor abrasions.

WE TAKE CARE OF ALL YOUR PAINT PROTECTION AND WINDOW TINTING REQUIREMENTS

TRUSTED BY DEALERSHIPS AND PRIVATE INDIVIDUALS ACROSS THE UK TO PROVIDE AN AMAZING SERVICE.

XPEL

We pride ourselves in the highest quality installations and have been awarded ***XPEL Northern UK Dealer of the year*** for the past two years.

Invisifilm Ltd are one of the largest Paint Protection Film Companies within the UK and have specialised within PPF installation for many years, the design access program we use is the world's largest and most comprehensive pattern repository. Every pattern is modified to each vehicle to ensure precise fitment and optimal coverage.

We offer a wide range of coverage options and can tailor make kits to suit your needs for more information please get in touch by calling or emailing below:

Email: info@invisifilm.co.uk I Number: 0161 292 3515 OR 07542 942 380

WWW.INVISIFILM.CO.UK

Two locations across Cheshire
North – Cheadle Hulme
South – Middlewich

FOLLOW OUR LATEST INSTALLS ON INSTAGRAM & FACEBOOK.

invisifilm

invisifilm

FEATURE

March time, so I really enjoy driving round there. Just because of the undulation, they're quite challenging a lot of blind corners. It is a cool circuit to drive around."

Question: Who's you favourite team boss?
Barwell Motorsport
Via Facebook
PK: "That's a difficult question isn't it? To be honest they're all very similar. I want to be careful here because I've enjoyed working with everybody!"
MN: And I suspect Barwell wants a particular answer!
PK: "I'm going to go with Nigel Morris. He looks after all of Jon's [Minshaw, Keen's long-time co-driver in British GT and historic racing] cars [with] Valley Motorsport.
"I just shared a lot of memories with him and done a lot of cool races in the historics and stuff. We've had a lot of fun together and I've worked with him the longest I suppose. A lot of stories!"
MN: Any particular story that can be repeated that stands out?
PK: "He has a reputation for having issues with throttles on cars, so like the reason why we started from the pitlane at Goodwood! So [there's a] bit of a running joke, but I just had a lot of fun really. And he's got an eye for perfection, apart from throttles, he's not allowed near throttles anymore!"

Question: Was drifting a Mosler on slicks in the wet through Woodcote your greatest moment of skill? (I thought it was)
Martin Short
Via Facebook
PK: "Probably [my] greatest moment of luck, tell him! That was one of the things of driving the older cars, they were a bit more challenging not having ABS and everything, no traction control back then. And I guess it's just like driving an historic car in some respects, it was good fun."
MN: When was this, 2005?
PK: "Yeah I think so, in British GT. It was spitting with rain and we stayed out on slicks to try and make up some time. It was a long time ago, my memory's pretty bad!"

MN sets the scene: Keen co-drove with Lee Caroline in British GT in 2006 driving a Mosler. Caroline's son Jamie now competes in British GT, winning the GT4 championship last year with TF Sport.
Question: How good was Lee Caroline?
Jamie Caroline
Via Instagram
PK: "He was very good in TVR Tuscans, he was a good pedaller, it's a shame he stopped and didn't continue.
"I saw him in the paddock a little while ago and we said that he needs to get back out there racing with Jamie! He was one of my main competitors when I started TVR Tuscans, and he was a good driver especially in those type of cars."
MN: You were a co-driver with him as well?
PK: "Yeah we raced the Mosler together. He's a very competitive person and kept me on my toes and it was good fun. But obviously now he's supporting his son who seems to be pretty good so it'll be interesting to see when he steps up to GT3 how he gets on."

Question: As a novice race driver, where would you say is the biggest area to focus on when it comes to reducing lap times?
mickjones90,
Via Instagram
PK: "I would say car positioning and not braking too late. Start with car positioning, he'd be amazed how many people don't put the car in the right position and then everything else afterwards is very difficult. So I would say car positioning, not braking too late, don't accelerate until you've turned the car: three points!"
MN: How do you go about making sure the positioning's right?
PK: "Just using all the circuit. The best thing to do is watch some videos of some good drivers and see where they position the car and how they position the car through each corner. Because the trouble is it doesn't matter what you do with the brakes or throttle, if you haven't positioned the car right it's going to be very difficult to get the most from it.
"And there is a lot of people I drive with even today, like the Ams I drive with like Adam [Balon] and Michael [Igoe] this year, they all brake later than you do, and that's one of the issues with having ABS, you can brake really late, as hard as you can and the problem is if you're buried in the brake pedal the car won't turn. And what you tend to do if you brake too late as well you start turning early.
"So that's probably where I'd start: car positioning. Maximising on the way in, through the middle of the corner and on the way out, use every inch of Tarmac."
MN: On the braking point it must sound counter-intuitive to some drivers because you're always told the idea is to brake as late as possible?
PK: "The problem is the tyre can only do [so much], if you're using 100% brake you can't use any steering input. Because you can't ask the tyre to do maximum retardation and to turn, so you need to make sure that as you're turning you're bleeding off the brake to allow the car to turn. Otherwise as you bleed if you've got 100% brake you've got no percentage of tyre to turn. When get to 90% you've got 10% to turn; 80% you've got 20% to turn and so on. And you just need to modulate your braking so that by the time you get to the apex you're off the brake and you can turn the car and think about accelerating. And also understanding the mechanics of it helps."
MN: In Pro-Am racing it's a big element for the Pro to make sure they're developing their driving partner, so how do you find that side of things?
PK: "I really enjoy the Pro-Am racing, I love the development side of things and seeing people get faster and better and the challenge of bringing people on. I enjoy working with all types really, I've been very lucky to be honest."

Question: Would you ever like to do a day's marshalling?
emily.chatters.3
Via Instagram
PK: "I'd probably get it wrong with the flags! My idea of an incident and waved yellows is probably different to theirs! Normally I drive round see a waved flag and think 'you don't need to wave a flag for that!' So I'd need to brush up on the rules a little bit; you can tell by how many cars I overtake under yellow!"
MN: Do you have much contact with marshals?
PK: "Obviously there's a couple of marshals always say hello and we're always very grateful for all their help and support because without them we wouldn't be racing, and they're there primarily for our safety.
"And they're enthusiasts like I am, I love cars and motorsport. If I wasn't racing a GT3 car then I'd have something in the garage that I can go racing at weekends with, it wouldn't matter what it was. I enjoy racing and motorsport and the atmosphere like they do."

MN sets the scene: This season in British GT Keen gets a change of scene, moving to WPI Motorsport driving alongside Michael Igoe, still in a Lamborghini Huracan, ending a six-year spell driving for Barwell.
Question: Was it his, Lamborghini's or "another's" decision to change teams this season in British GT?
Garyharman
Via Instagram
PK: "Michael [Igoe] approached me in the middle of the [2020] year about driving with me for 2021 and at the time my contract was with Lamborghini for British GT, so I said you'd have to speak to Giorgio [Sanna, head of Lamborghini Motorsport] about it. And he spoke to Lamborghini and Lamborghini spoke to me and that's pretty much how it all came about.
"I'm very grateful for all the years I've had with Barwell and the support and everything else and I'd love to go back and race with them in the future, it's by no means from my side a closed book. It's just a new challenge and hopefully I'll be back doing something with them in the future."
MN: Sounds it was like Michael who approached Lamborghini and that's what initiated it?
PK: "Yeah basically. Obviously I could have said no. Michael, he spoke to Lamborghini and he wanted to race with me for 2021 and they did a deal and that's it really."
MN: From Lamborghini's side are they fairly relaxed which Lamborghini team you end up with?
PK: "Their main goal is to win championships and win races, that's what they want to achieve. So they try and put the right people in the right places to do that and with a bit of luck hopefully me and Michael can have a good run like I did at Barwell."

Question: Are you finally going to get your hands on the trophy?
Mark Simpson
Via Facebook
MN: I assume they mean the British GT championship?
PK: "I've been very lucky over the years. Pretty much most years we've come very close to winning and I've had a lot of fun and enjoyment. And yes it would be nice to win but if you give me a choice between winning the championship next year or having another five years of racing I want to go racing and I enjoy that side of it.
"So yeah it's frustrating not being able to finally clinch the championship but I'm very grateful to be able to be out there every year racing and doing something I love."
MN: And looking ahead to this year, no Silver Cup in GT3 so presumably that's a bonus for you?
PK: "Well it will be a challenge no matter what, it's never easy. Even if there were six cars on the grid there would still be six very good drivers and teams. So we'll try our best and be as prepared as we can and see what we can do."
MN: You mentioned rivals, Jonny Adam's back and you've got Sandy Mitchell there as well?
PK: "Yeah you've got Dennis Lind and Sandy at Barwell, Jonny Adam and Yelmer Buurman in the Merc so there's four very good pairings there so I'm sure we'll have our work cut out and it won't be easy."

Question: Any prototype racing in the future?
Richard Moxley
Via Facebook
PK: "Well no, last time I sat in a prototype was a long time ago, I think it was 2012 or 2011. I'd love to drive one of the new LMP2 cars, they look great, I've got nothing lined up but it would be great to go to do some prototype racing for sure, I definitely wouldn't say no."
MN: So what are the biggest differences between a prototype and a GT3?
PK: "Well a GT3 car's a lot heavier and a lot less aero in some respects. The

"Seeing a team-mate develop is the most rewarding"
Phil Keen

One last race? Keen picks Lola

Keen paired with Lee Caroline

Keen impressed onlookers in the Mosler, particularly in the wet...

Coaching is important to Keen

Advertising enquiries: 01732 446757

FEATURE

prototype's got carbon brakes and no ABS and just they're lighter and the corner speeds are a lot higher and the LMP2 cars have got quite a lot of power as well, they do 680bhp I think. So it's just slightly different driving technique and lines but fundamentally it's a race car.

"I've not driven one of the new ones, I can only relate to what I drove 10 years ago. Long time ago. Oh yeah, actually I drove a DPi car in 2015 didn't I?"

MN: So how was that?

PK: "They're great fun. That's one place I would like to go and race more is in America, the circuits, the atmosphere, the cars, the people there, it was a great experience and left me wanting to definitely go back and do some more."

Question: When are you thinking of resuming your historic racing career?
Danny Morris
Via Facebook

PK: "Well I've never stopped, it's just more with the way the pandemic happened last year and they crammed a year into four or five months it was difficult to find the time and everything clashed. But I've got a few races lined up this year, we just have to hope that nothing clashes but I have missed driving the historic cars and the meetings and stuff, they're good fun."

MN: Which historic races are you hoping to do this year?

PK: "I can't remember the name of the series now but it'll be with Jon [Minshaw confirmed to MN subsequently it is Duncan Wiltshire's Le Mans Legends series they intend to race in], there's some with Jon and some with Lee Mowle, there's Silverstone, Donington and Thruxton I think. Hopefully get out there with Jon and his E-type and then I think there's some Masters races as well that Lee's asked me to do. So hopefully there will be no clashes and we can go and do some more historic racing."

MN: So what is it about historic racing and driving historic cars?

PK: "I enjoy driving them mainly because there is no ABS, no traction control, it's manual gearbox and you can't just drive them flat out. You drive them as fast as you can but there's techniques and certain cars have certain things.

"It's very rewarding and therapeutic to drive an old historic car on the limit. It's really enjoyable, especially a well-prepared one that's set up nicely, they're a lot of fun, just a completely different experience to driving a GT3 car."

Question: How many tractors does Phil Keen own?
Shaun Balfe
Via Facebook

PK: "Just the one. Just to mow the lawns. I've just got a Ford 4000. I think secretly Shaun's quite jealous of my tractor, he's only got one of those toy ones basically. One day he'll get a proper tractor.

"I've just got some old machinery. I like old machinery, anything that has an engine to be honest with you. I enjoy working and driving them as sad as it is!"

Question: What's it like getting in your old EP3 Civic Type R after driving a Lamboghini Huracan GT3 car?
keithcheetham,
Via Instagram

PK: "I enjoy my Civic. Modern cars don't really do a lot for me these days, they're all so numb and they do everything for you and there's just not much of a connection there when you drive. I don't find anything rewarding about them to be honest. They're fantastic bits of kit, don't get me wrong, but I'd rather have something analogue and old over something that was new and modern. I just get a lot more enjoyment out of driving something like that than I would do with something modern."

MN: How long have you had the Civic for?

PK: "Two years now I think. It's old, 2005. I like the engine. The other thing with modern cars now is they're so fast you can't really use them on the road. The Honda you can have some fun in and you're only doing 70mph."

MN: So what did you drive before the Civic?

PK: "I had a Mitsubishi Lancer Evo 6 which I did 186,000 miles in, and then I had to retire it because it got a bit rusty sadly! So I thought I'd downgrade to something else Japanese that rusts, but with a smaller engine."

MN sets the scene: Keen competed previously in the popular and now-defunct TVR Tuscan Challenge, coming third in the championship in 2003.

Question: When are you buying a Tuscan Challenge car like all the other ex-Challenge guys?
Graham Walden
Via Facebook

PK: "My car did actually come up for sale a little while ago but I'm not sure where it's gone now. And we already have a TVR, two TVRs actually, I don't think we're quite ready for another one yet!"

MN: What was it like racing in the Tuscan Challenge?

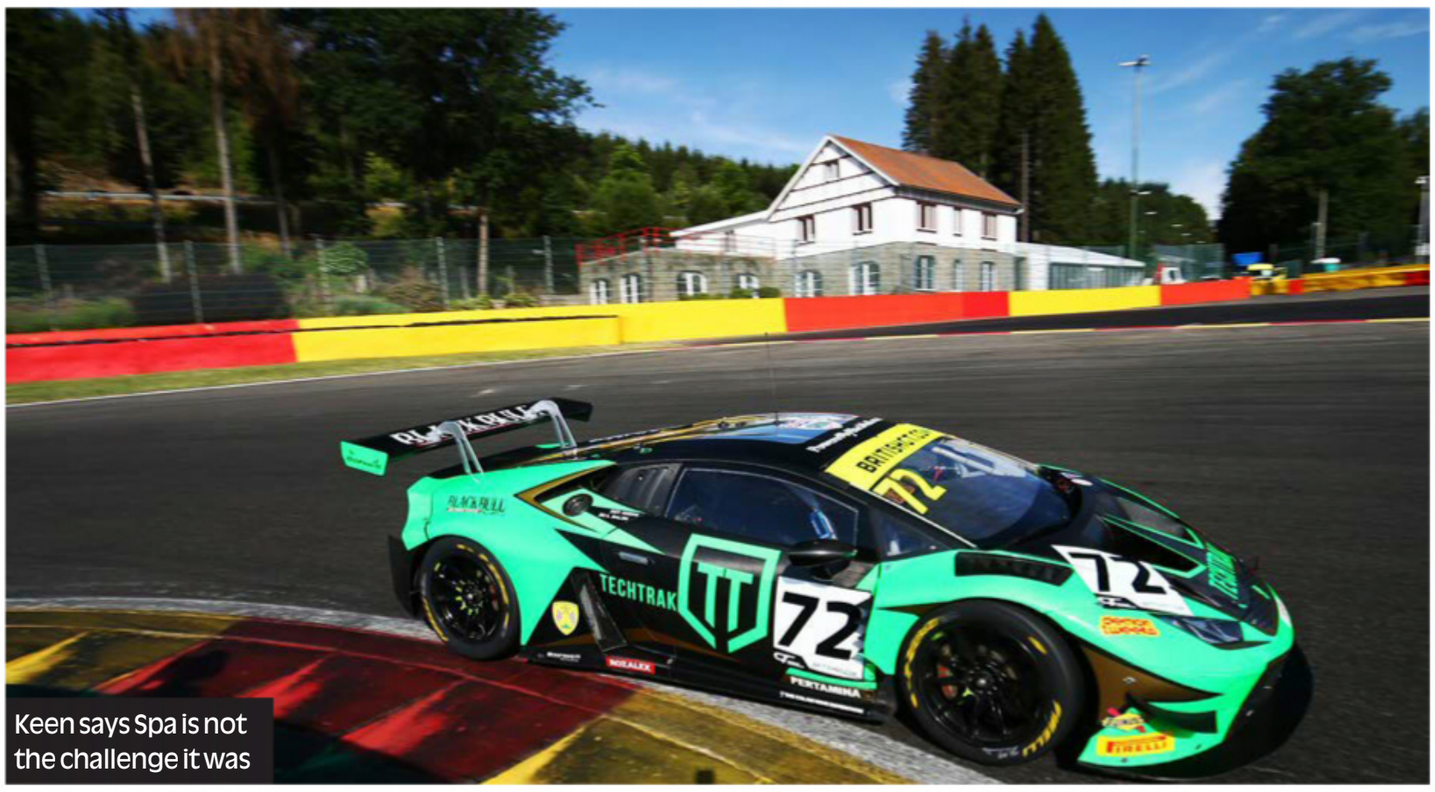
PK: "They were great fun. I could only imagine it to be a bit like the V8 Supercars are with a manual gearbox, 460bhp and skinny slicks. They were challenging and I don't think there's another series that's replaced it. And it's a shame that it wasn't updated or they couldn't do something to continue it, maybe with a newer car. But they definitely were exciting to drive and rewarding when you got it right."

MN sets the scene: Keen in 2007 tested at Paul Ricard and drove a race at Monza in an LMP1 Pescarolo 01 for the Euro Le Mans Series with Martin Short's Rollcentre Racing.

Question: Where was the naughty step at Paul Ricard? And will your dad ever forgive me for Monza?
Martin Short
Via Facebook

MN: You'll probably have to explain this one!

PK: "Oh yes. I was always in trouble with Martin. Unfortunately when I was younger I was always getting in trouble. But normally out the back of a truck I had to stand there and think about what I'd done wrong! [Laughs] But no, I was very grateful for the opportunity Martin gave me to drive the cars, the Pescarolo and the Radical. It was a nice thing to have done. I was very lucky he let me test the car and do a race back in 2007."


Keen says Spa is not the challenge it was

"I prefer tracks you respect, not huge run-offs"
Phil Keen

Keen gets pleasure from seeing Minshaw

Keen has regrets about his time with Martin Short

Keen hopes to race Jon Minshaw's E-type in 2021

MN: What's it like going racing with him?

PK: "It's difficult really, it was a long time ago now and I was a lot younger and never had much experience of anything like that or working with someone like Martin. And if I was to do it now you'd like to think it would be a bit different, I'd definitely do things slightly differently from my side. But I learnt a lot those weekends and it helps shape you and move you forward."

MN: And Monza?

PK: "Well I think dads are funny aren't they? They always think their sons can do no wrong. But I don't really know to be honest, we haven't spoken about it for a long time now. But everything happens for a reason and that's how you end up where you are isn't it?"

MN: So what happened at Monza?

PK: "Just I made a mistake and went off at the Parabolica and, I can't remember now off the top of my head but I think there was a few other things as well. I can't remember the ins and outs of it all. But let's just say the outcome wasn't great and it was my fault, so like I said you learn a lot from your mistakes and it then helps to shape you and you do things differently in the future. I'll always be very grateful for the opportunity Martin gave me and the advice he gave me during our time racing together."

MN: He concluded his questions with "you're a legend mate" so clearly he's forgiven you for anything that might have happened!

PK: "He's done very well when you look at what he achieved and what he did and to get the results he did at Le Mans against all the factory teams and stuff he's achieved a lot. Part of me wishes that I was a bit older and had a bit more experience when I got there. Because it would have been nice to have done some more stuff with him and achieved some results."

Question: What was your best race?
Marcin Lekawski
Via Facebook

PK: "There's quite a few races that I enjoyed. Watching a team-mate or someone you've helped drive, drive well for me is [good]. Probably watching Jon [Minshaw] at Brands GP in qualifying, he went something like three or four seconds faster than anyone else in the wet, that for me is probably one of the most rewarding things you can watch because you've played a part in helping him and seeing him improve and drive the way he was driving.

"So those are the races that stand out for me rather than actual me driving. Watching them achieve what they want to achieve and seeing them drive really well and achieve their goals that they've worked hard to achieve.

"There was Brands and there was Oulton Park in in the wet [in 2017], when he drove off into the distance after he went across the grass a couple of times! You know, good old Jon! Light the touchpaper and send him as they say. But he was great to watch and to coach and to see him drive like that they're the most rewarding races rather than actual me driving and winning." ■

FEATURE

BRYCE ARON: PACESETTER FROM AMERICA

The Clark-inspired teenager from Chicago chose UK Formula Ford to develop his racing skills, and now moves to BRDC British F3. Graham Keilloh finds out more about how FF1600 helped him

Photos: Jakob Ebrey, BRDC British Formula 3

Over here: young American Aron chose UK Formula Ford to develop

Aron's impressive results came frequently towards the end of 2020

There are certain things you learn quickly about talking to racing drivers. One is, particularly with youngsters on the junior single-seater ladder, they in the main don't share your nerdiness for motorsport's past.

You ask the question of who their hero is, hoping for a nugget of interest. But often it is met with a slight shoulder shrug, and perhaps an apologetic suggestion of someone obvious like Lewis Hamilton.

But 17-year-old American Bryce Aron is no ordinary young single-seater racer. "I'd say Jim Clark," he says when asked the question by Motorsport News, "because he was a very very humble person and he was extremely quick and he would just get the job done, and he had a very unique driving style at the time as well."

Yet as Andy Low, Aron's Low Dempsey Racing team boss from last year, tells MN, this isn't a surprise given who we're dealing with.

"He just lives, breathes, eats and sleeps racing," Low says of working with Aron. "Every conversation was racing; everything was racing."

Little indeed is ordinary about Bryce Aron. The teenager from Chicago chose the UK, and Formula Ford, for his racing development, attracted by its competition and bang for buck. This started with him competing in 2019's Formula Ford Festival mere weeks after his 16th birthday.

Suitably impressed, he went in for a full 2020 FF1600 season with Low Dempsey, successor to the decorated Cliff Dempsey Racing squad.

And Aron's enthusiasm manifests where it matters too. "He's definitely got a natural ability and he is 110% committed and enthusiastic and worked very hard to achieve what he wants," Low continues. "He's full of energy all of the time! He shows it as well. Every lap he was giving 100%, he'd never back off. He was always pushing the limits. He's very professional; he's a hard worker."

By 2020's end Aron had taken a pole position on Brands Hatch's full GP layout, beating the previous two Festival winners, when the Champion of Brands series supported British GT. And he took another Brands pole, this time on the Indy layout, against the full National FF1600 championship line-up.

Then came FF1600's blue riband end-of-year events, the Festival and Walter Hayes Trophy, which he contested as part of Jeremy Shaw's Team USA Scholarship that has Josef Newgardan among its alumni. Aron again was a contender. He finished fifth in the Festival, disappointed to drop from a podium place late on. But he rectified this in an ultra-trying Walter Hayes event a week later by taking third *(see sidebar)*.

Consider too that, as Aron explains, Formula Ford is unlike most junior categories. "There's such a density of drivers in it that have got so much experience in Formula Ford and sometimes even other series, and just stay in Formula Ford," he observes. "So it's not some other series where you go in and everybody's new. Initially you get thrown to the wolves! But it really allows you to learn.

"It's so down to racecraft, even if you're the quickest on track it doesn't mean much, because it's so so close. So I'd say definitely the biggest thing I learned was the racecraft side of things, and even small things like standing starts, I'd never done those in the US.

"After races like the Walter Hayes I just got out of the car and said that was absolutely brilliant to battle that close for that many laps. It was just very very rare and Formula Ford taught me that very well."

The 2020 season was a testing one in general for reasons that are by now familiar. One manifestation was the National FF1600 championship had only three meetings, but such is Formula Ford's UK landscape Aron was able to go a way to make up for it by competing in Castle Combe FF1600 events plus those in James Beckett's 'Champion of…' categories. This included one at Cadwell Park.

"It's an awesome place," Aron enthuses of the Lincolnshire venue. "People call it the mini Nurburgring and I remember walking the track the night before I was driving and it was so tight and it looked quick and it was a little intimidating. But then I drove it and I absolutely loved the place.

"The James Beckett events, a lot of them were like mini-National races so you're always getting experience every weekend and that was definitely key in the development of my driving throughout the year."

Low adds: "Going to Castle Combe was really good because it's really competitive there so it's a great benchmark, and Bryce was up the front there. And then Cadwell, maybe there wasn't as much competition but he was nearly to the lap record in qualifying."

Low doesn't doubt Aron's improvement during 2020 either. "You could see from his first race performances to towards the end, the Brands National [meeting] he put it on pole position and then the last race with us he finished third at the Walter Hayes, which is no easy feat.

"His wet running, he struggled a bit when he first came over and then he made really big steps over the year. [This was because of] experience, and he would listen to the driver coaches, he'd always take the feedback on board and work off of it."

Aron concludes of his 2020 campaign: "It really gave me confidence to take the step forward this year."

Indeed for 2021 Aron steps up to BRDC British Formula 3, and with the powerhouse Carlin team. "With the momentum I gained with the Team USA Scholarship we were thinking of moving up, I wanted to move into something with slicks and wings," Aron continues.

"I did some testing in America, I did one day in the UK and then came back and we were looking at which would be better. What's terrific about racing across the UK is that tracks are so close usually compared to the US. In the UK three-and-a-half hours is considered a very long drive whereas in the US a drive to a track can be two-and-a-half days.

"So the [UK] testing cost is a lot lower and you can get a lot more track time. Especially moving into a new series, moving into a different type of car, track time is king and that's why we decided to come this route.

"I think it was Daniel Ricciardo that said you don't like expectations too much because expectations only create anxiety," Aron adds on the F3 season ahead. "I'd say [my aims are] to learn and improve throughout the year, as long as I'm learning I'm happy.

"If I'm in the top five and can be a factor on some weekends for a win I'd be really really happy for that."

Low is more willing to commit. "If he manages to align all of his aspects, his ability and his mindset, and get it all in the right place, I think he'll do a good job," Low says.

"It's a big jump from a Formula Ford but with the team he's with he'll get the right treatment and the right amount of testing in the pre-season, so it's open for him to do a good job.

"I hope that Bryce proves to everyone making the big jump to F3 that Formula Ford 1600 is such a great feeder series for anyone and it shouldn't be glazed over." ■

Aron moves to Carlin in F3 for '21

"In FF1600 you get thrown to the wolves!"

Bryce Arron

Aron has tested Carlin's F3 car

ARON'S HAYES HEROICS

A Walter Hayes Trophy weekend is trying at the best of times. Yet in 2020's version, you could add that typical English November weather ensured virtually all running was wet to a varying degree, plus the final day was hit by the harrowing accident for Colin Turner *(see news, p6)*. The final itself also was disrupted by a red flag.

Yet Bryce Aron came through it all to claim third place. "He was just Bryce, he just got on with it," Low Dempsey team boss Andy Low reports. "Seeing him improve and be able to put out a good performance in the wet was really pleasing."

Aron returns the compliment. "I struggled a little bit on the Saturday but then we made a change and on Sunday the car was absolutely perfect, I can't thank the Low Dempsey guys enough about that.

"[In] the final the car was on rails. I started slightly further back in the top 10 [ninth] but started making my way through. And then it got red flagged and I was fifth then I was 'this is a pretty good result, do I want it to be restarted? Can I get more? Will I fall back?'

"But the pace was in the car and we were able to move forward and get a podium in the last, because it was a four-lap shootout. It was a really good event and I enjoyed it a lot. The podium was the perfect way to finish off the year."

Aron stayed calm in chaos

Advertising enquiries: 01732 446757

FEATURE

WOLLEK: A GENIUS DENIED?

David Addison examines how the Big One eluded the Frenchman and his impact on team-mates

Maestro or Moody? Wollek

Wollek drove a mammoth stint in the 1984 race, when he was eighth

The glorious Porsche 935 in 1980 brought another retirement

The Frenchman's first two Le Mans were at the wheel of an Alpine

Two years as a factory Matra Simca driver yielded two non-finishes

It is one of the cruellest ironies that having carved a successful career on skis and then in cars, both dangerous pursuits, that Bob Wollek should have been killed cycling back to his hotel from the Sebring circuit 20 years ago this March.

Wollek loved cycling. Indeed he would cycle from his Strasbourg home to Le Mans each year to prepare for the race, a race with which he had a love-hate relationship. He wanted to win it, desperately so, but class wins and second places were as good as it got for the Frenchman. But, with four Daytona 24 Hour wins in a career dominated by Porsches, Brilliant Bob as he was known remains a sportscar great.

Wollek was born in German-occupied France, which was coming under salvation from America. Bob's parents wanted him to have an easy-to-pronounce name and opted for Bob. However, according to his friend, French journalist Jean-Marc Teissedre, the town hall clerk refused to allow it so Bob was registered as Robert Johan Wollek.

The man himself told MN's Mike Cotton that his father went ahead and christened him Bob anyway. Take your pick, but he was Bob to the sporting world.

Bob's first successes came on skis. He was French junior champion and then won the World Military title in 1965. He was part of a team that included Guy Perillat and Jean-Claude Killy (who would also turn his attention to cars) but, after being overlooked for the Winter Olympics team, Wollek looked for a different adrenaline rush.

He found it in a Renault R8 Gordini in the 1967 Mont Blanc Rally, finishing 19th and winning the National section. That year, he also went to Le Mans and fell in love with sportscar racing and the French classic itself. In 1968 he joined the works Alpine team for the race and finished second in class and retired a year later when sharing with Killy. Those two years summed up his Le Mans history: close or no cigar.

Take 1978, for example, when he and Jurgen Barth shared a Porsche 936/78. Joined by Jacky Ickx after his car had retired, they should have scooped the win but lost 38 minutes when fifth gear needed changing. Wollek was a hugely successful part of the Porsche privateer family, winning races in the Deutsche Rennsport Meisterschaft for example but, by the early 1980s, he was frustrated that he was being overlooked in favour of rising stars such as Stefan Bellof. So, Bob moved to Lancia for 1984, its LC2 having won the previous season. "I have won everything a privateer could hope to win in a Porsche. I prefer driving for a factory than against a factory," said Wollek.

The change didn't help his Le Mans luck, though. In 1984, he was paired with Alessandro Nannini, part of the Lancia sportscar fabric and a Minardi Formula 2 driver. When Nannini collapsed with exhaustion at 0700hrs after a stint, Wollek had to do the majority of the remainder of the race alone, and two lengthy stops for gearbox repairs dropped the car to eighth. "Bob did a lot of sport and was in tip-top condition," recalled team boss Cesare Fiorio years later, "while Alessandro wasn't much of an athlete and smoked and drank coffee."

A year later, with three-driver crews now essential in Fiorio's eyes, they were joined by Australian-born Lucio Cesario whose pace wasn't a match for Wollek's. On Sunday morning, Wollek pitted and found Cesario ready to take over for his first stint in the race. Bob wasn't impressed. "If you crash the car, I'll kill you," Wollek spat at him. Cesario stayed on the road but it was hardly the best way to begin your Le Mans stint. The car was 14 laps adrift at the end of the race, so Wollek moved back to Porsche, this time as a works driver. With the death of Bellof in '85, Bob's

Wollek shared with Eric Helary and Mario Andretti for Courage in '95

Photos: Motorsport Images

Wollek's first steps were taken in rallies

Top-flight Porsche drive came in the 936 in 1978

TRACK RECORD

Bob Wollek's tale at Le Mans

YEAR	CAR	CO-DRIVERS	OVERALL (CLASS)
1968	Alpine A210	Christian Ethuin	11th (2nd)
1969	Alpine A210	Jean-Claude Killy	DNF
1973	Matra-Simca MS670B	Patrick Depailler	DNF
1974	Matra-Simca MS670B	Jean-Pierre Jaussaud/Jose Dolhem	DNF
1975	Porsche 911	Cyril Grandet	DSQ
1976	Porsche 934	Didier Pironi/Marie-Claude Charmasson	19th (4th)
1977	Porsche 934	Jean-Pierre Wielemans/Philippe Gurdjian	7th (1st)
1978	Porsche 936/78	Jacky Ickx/Jurgen Barth	2nd (2nd)
1979	Porsche 936	Hurley Haywood	DNF
1980	Porsche 935	Helmut Kelleners	DNF
1981	Porsche 917K/81	Xavier Lapeyre/Guy Chasseuil	DNF
1982	Porsche 936C	Jean-Michael Martin/Philippe Martin	DNF
1983	Porsche 956	Stefan Johansson/Klaus Ludwig	6th (6th)
1984	Lancia LC2	Alessandro Nannini	8th (8th)
1985	Lancia LC2	Alessandro Nannini/Lucio Cesario	6th (6th)
1986	Porsche 962C	Jochen Mass/Vern Schuppan	DNF
1987	Porsche 962C	Jochen Mass/Vern Schuppan	DNF
1988	Porsche 962C	Vern Schuppan/Sarel van der Merwe	DNF
1989	Porsche 962C	Hans Stuck	3rd
1990	Porsche 962C	Louis Krages/Stanley Dickens	8th (8th)
1991	Jaguar XJR-12	Teo Fabi/Kenny Acheson	3rd (3rd)
1992	Courage C28LM	Henri Pescarolo/Jean-Louis Ricci	6th (1st)
1993	Porsche 962C	Henri Pescarolo/Ronny Meixner	9th (4th)
1994	Toyota 94C-V	Steven Anskar/George Fouche	4th (2nd)
1995	Courage C34	Eric Helary/Mario Andretti	2nd (1st)
1996	Porsche 911 GT1	Hans Stuck/Thierry Boutsen	2nd (1st)
1997	Porsche 911 GT1	Hans Stuck/Thierry Boutsen	DNF
1998	Porsche 911 GT1-98	Jorg Muller/Uwe Alzen	2nd (2nd)
1999	Porsche 911 GT3	Dirk Muller/Bernd Maylander	19th (2nd)
2000	Porsche 911 GT3	Dirk Muller/Lucas Luhr	DSQ

Wollek (far right) on the podium after finishing third in 1989

believers at Porsche felt the time was right to bring him into the fold and he enjoyed success in the 962, Le Mans apart. Bellof's death came in the sole race Bob won for Lancia.

Once the 962 era had passed, Porsche didn't have a car with which to replace it, meaning Bob had to find drives where he could. Like many sportscar pros of the time, he jobbed for drives, before the BPR/SRO GT era threw him a Porsche lifeline. Step forward the 911 GT1 in 1996. A year earlier he had finished second in a Courage but went to Le Mans in confident mood in a factory car. A brake disc change cost the car time and he was second again. 1997: Wollek, Hans Stuck and Thierry Boutsen in a 911 GT1 again, a winning car. Pressure was mounting on Wollek: he was getting older and chances to win were dwindling. Delayed by traffic, Wollek accelerated out of Arnage at 0748hrs and bounced from barrier to barrier. With smashed transmission, the car was out and Wollek headed to explain himself to the press. "If you have never seen a complete cretin, you are looking at one now," he told journalists.

He had a final chance in 1998, the last time the GT cars would be able to fight for wins before the prototypes rejoined the grid. With Jorg Muller and Uwe Alzen he was second again, distraught on the podium after defeat in his 28th attempt, as Allan McNish celebrated a win on his second start. The dream was over. In 1999, Bob was second in class for Champion Racing and to sum up the harsh way the race treated him, his last appearance, his 30th at Le Mans, ended in disqualification after a class win, his Dick Barbour Racing Porsche 911 GT3 R running an oversized fuel tank.

So was Bob Wollek a sportscar star or a fan-favourite hard luck story at Le Mans? He was a star. Ignore Le Mans for a moment: he claimed four wins in the Daytona 24 Hours, took 11 wins in the World Endurance Championship or equivalent, won the coveted internal Porsche Cup a record seven times (for race-winning privateers), was a double DRM title-winner and won the Supercup in 1989, the ADAC's sportscar sprint series. He was in demand by teams, remember Lancia poached him away from Porsche teams to be a works driver, and drives were never in short supply.

The man, though, was a tough one to read. Some spoke highly of him, others less so. Take Jean-Michel Martin with whom Wollek drove a Porsche 936C in 1982 for Belga Joest Racing. He recalls: "We discovered a cold, distant, sullen individual who monopolised the wheel during testing and gave us no feedback about his set-ups. He was very miffed about not being taken on by the works outfit and found it very difficult to stomach this decision." Ouch.

Lancia team-mate Mauro Baldi found him, at first, "not particularly pleasant," but after they shared a car in 1985, they formed a better bond. "I think he thought of me as a younger brother," reckons Baldi. "We did everything together, whether it was eating in restaurants, renting cars, set-ups. When I won [Le Mans] for Dauer, he was happy for me but his words had a certain bitterness."

If Wollek trusted you, accepted you, you were fine. Walter Gerber, Bayside Racing team manager, said he was "one of the best sportscar drivers, a team player." Contrast that with Yves Courage in 1995. Wollek drove for Courage and the team had factory engines from Porsche and Wollek was obsessed with his chance to win. "During the night," recalls Courage, "he refused to get out of the car after a triple stint to let Eric Helary take over. He said Eric wasn't quick enough but Bob was exhausted and we lost a lot of time due to him. It was pathetic. Then Michelin said that we could still win if we put the experimental tyres on like the McLaren but Bob said 'never' and carried on with mixed rubber that wasn't working and we lost the race.

"Years later we spoke and he admitted he was wrong and despite all his training, he still wasn't as fast as the young guys and he was struggling to accept it."

Helary doesn't remember him fondly. "Right from the start he behaved despicably. He wanted to do qualifying, the start, the finish, the lot. Was he under pressure to win? I don't know. We lost the race by three minutes. I drove like a madman but in the night Bob was 15 seconds off his times. After the race he wrote to me and called me an arsehole…"

Yannick Dalmas, another driver with whom Wollek had a spat, reckons: "His obsession to win Le Mans confused his brain."

So, was a he an unpleasant person or totally focused on winning, Le Mans in particular. Probably the latter. Sure, evidence tells us that he didn't suffer fools gladly and wasn't afraid to voice opinions, such as that of Lancia team boss Cesare Florio. "I'll say one thing about Fiorio. He is consistent. Every damned decision he ever makes is wrong," said Wollek later.

But in later years, he mellowed, a little at least. Finally accepting that he wasn't as quick as drivers decades younger, he was accepting a driver mentor role, tutoring them in the ways of sportscar racing such as being kind to the car and easy on fuel, one of his key strengths.

Sascha Maassen remembers Wollek initially looking at him with "disdain", but then saying in a press conference that he was, "'The best Porsche driver I know.' He was an extraordinary person who improved the more you got to know him."

Johnny Mowlem was Bob's last team-mate and they hit it off just fine. "I'm too old to do the qualifying. It's just the job for a young bloke like yourself," said Wollek. Amazingly, with a 25-year age gap, Bob was quicker than Johnny in their sole race together at Texas. They were set to team up again at Sebring two weeks later

Porsche had an ambassadorial role in mind for Wollek who, seemingly, was happy with his role in the sport: that safe pair of hands, never wanting for a drive, working with young drivers and helping them to improve while still being competitive aged 57. After skiing and motorsport, his third passion was cycling and the omnipresent bicycle was ready for him in the Sebring paddock on March 16.

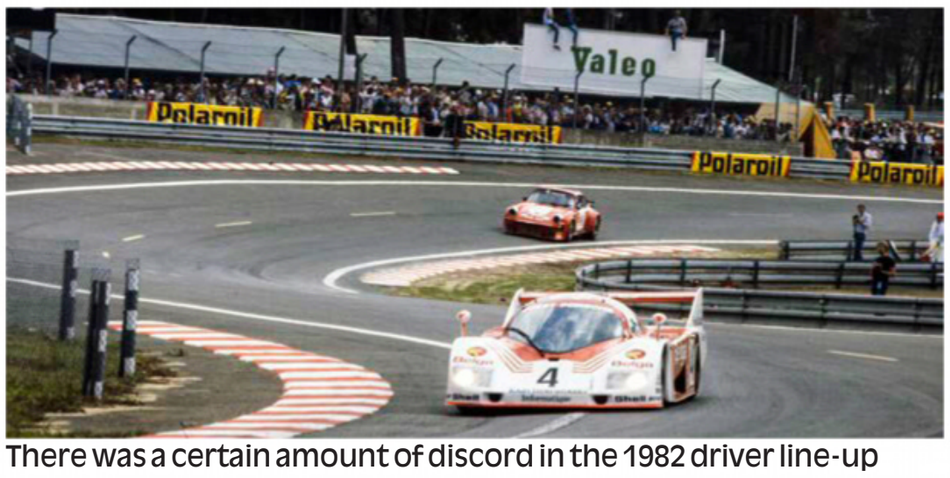
Blinded by the sun, an elderly Floridian driving his van hit Wollek who was pronounced dead on arrival at the Highlands Regional Medical Center. Sportscar racing was shocked.

Described as "wonderful", "frustrating," "difficult" and "exceptional" by those who worked with him, he was one of sportscar racings icons who had success over three decades.

And, whatever adjective some chose, he was always 'Brilliant Bob'. ■

"We found a cold, distant, sullen individual"

Jean-Michel Martin



There was a certain amount of discord in the 1982 driver line-up

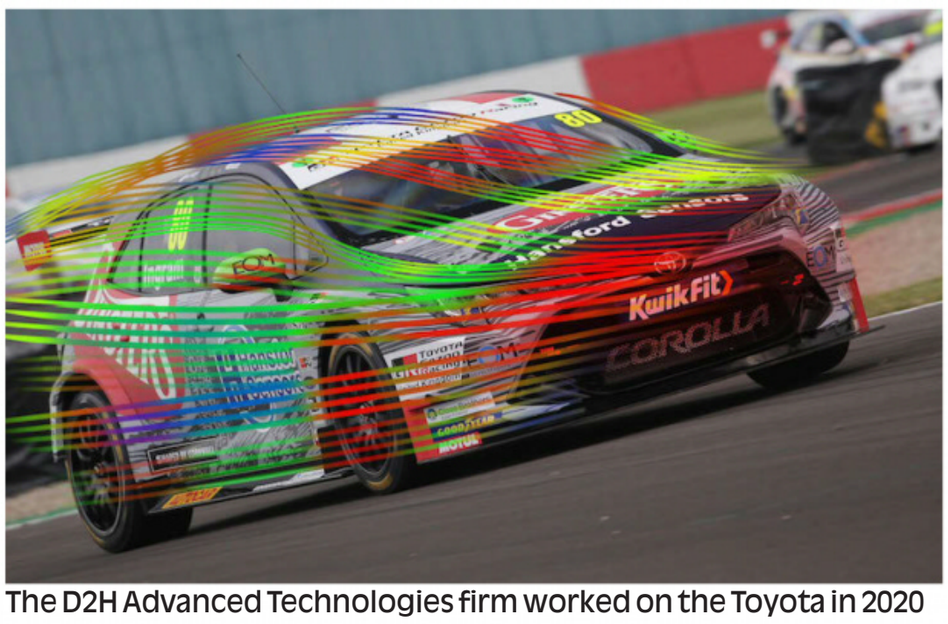
Advertising enquiries: 01732 446757

FEATURE

GOING WITH THE FLOW TO FIND BRITISH TOURING CAR LAP TIME

Alex Grant and Matt James look at the importance of aerodynamics in the BTCC

Speedworks turned to the experts for help



The D2H Advanced Technologies firm worked on the Toyota in 2020

Speedworks boss Christian Dick says the BTCC aero work is crucial

With so many mandated parts and a base bodyshell that is determined by what's available in the marketplace, it's easy to think the British Touring Car Championship is not an environment that immediately lends itself to the intricate world of aerodynamics.

While the rulemakers do their best to make sure that the UK's leading tin-top series is a level playing field – certainly in terms of power output – that means any tiny gain can quickly put a team in the boxed seats.

The airflow over the car is something that most outfits will take into account when they are opting for a new machine. The coefficient of drag on any car's silhouette is uppermost in most minds.

Ace engineer and designer Kevin Berry has been responsible for some of the most successful BTCC cars in recent years, including the BMW 125i M Sport, revamping the VW CCs and working on the 2017 title-winning Subaru Levorg as well as myriad other programmes.

He explains: "The way that the power is balanced, the incentive is to go for a car which has the lowest-drag shape to start with so that you can make the most of that.

"There are other things that you look at as well. For example, the rear wing is positioned to achieve a fixed level of downforce and so you want to achieve that with as little drag as possible. You have to take that into account when you are assessing which type of car you might want to put on the grid."

But some teams do not have the ability to pick which model they want. Commercial aspects can have an influence, and if a squad is a works-backed operation, then the paymaster's desires have to be taken into account, and this is where the compromises can begin.

Berry adds: "A saloon-type shape rather than a hatch shape can be a better base [because it smooths out the airflow around the rear of the car]. But when you are having that discussion, you have to take into account marketing or what a manufacturer wants to sell. There is always a conflict there somewhere."

Berry also explains that the overhang of the bodywork beyond the wheel arches can also be crucial as this enables a larger area in which to work in tweaks to assist the car.

An example of a team that was required to use a particular model is Speedworks Motorsport, run by Christian and Amy Dick. When it gained Team Toyota GB backing for 2019, it built up a new Corolla. The chassis offered plenty of plus points, but its boxy shape was something the team had to put some serious thought into.

At the end of 2019, Speedworks contacted D2H Advanced Technologies to help scrutinse the airflow over the machine.

D2H's Chris Hebert – previously head of aerodynamics for Toyota's TS030 Le Mans prototype team – was on hand to offer some real insight for the Cheshire crew. He didn't take long to get to grips with the car.

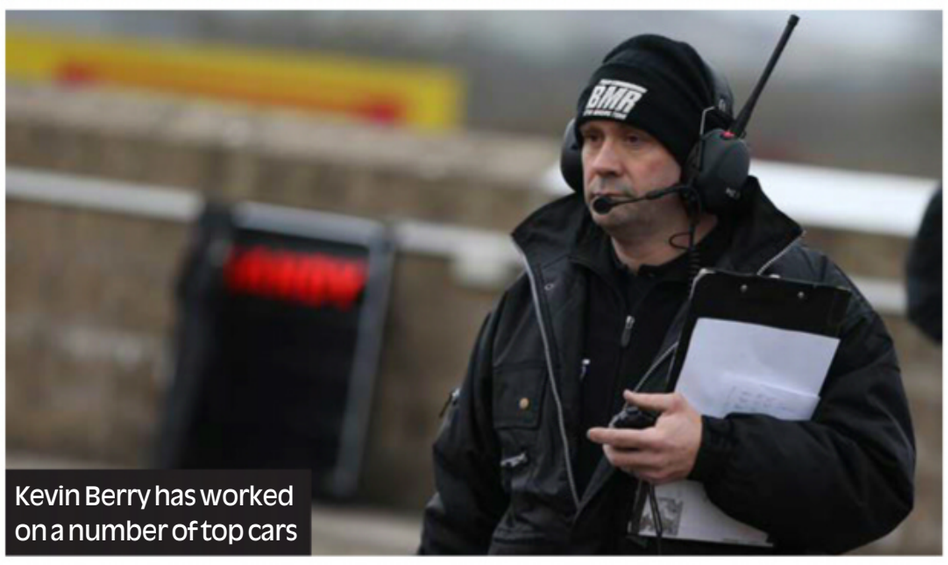
Hebert explains: "[Speedworks] had manufactured bodywork using the best tools they had and what they'd learned from the [previous model, the] Avensis. What they were looking for was a more engineered solution, so they could increase performance, and improve the way everything went together. We received a scan of the Corolla in January and had to complete a full computational fluid dynamics programme [CFD], design and manufacture bodywork for the season launch in mid-March."

The intense programme impressed Christian Dick, and it allowed the team to take some significant strides with aerodynamics that might have taken much longer – and cost much more – to

> **"We had taken a step forward in 2020"**
>
> **Christian Dick**

Photos: Jakob Ebrey, Toyota GB

Fixed rear wing position is something teams consider



Kevin Berry has worked on a number of top cars

"The aero side is all about a downforce vs drag"

Kevin Berry

FROM THIS...

The rough-and-tumble nature of Knockhill is one demand...

...TO THIS

...while the straights of Silverstone are a different challenge

unlock otherwise. Dick says the initial work was reinforced by the help of D2H. "[Previously] we would take the car to a windtunnel with some pre-made panels – sometimes a block of foam cut to a shape – to find out where we could improve, and how we could influence air getting over the car. This can be very time consuming, and very costly.

"With D2H, the process is completely different. They run hundreds of different combinations through their software to find sensitive areas of the car. That gives us a direction of the parts that we can leave alone, and the areas we need to focus on. It's almost like going from analogue to digital, from where we were."

In the BTCC, once the design has been locked in at the start of the year, that's it: so it is all about making sure that the initial work done on the car is correct. This is where the midnight oil is burnt ahead of any new campaign.

Berry explains: "It is all about getting the most downforce for the least drag but, as ever in engineering, there is a compromise. There is a point where you can have features that generate more downforce but they have a heavy drag penalty. Things like little winglets, undercuts, pockets in front of the wheel – it is ideas like that. Generally sharp changes of direction [on the bodywork] which look like they would generate downforce also generate drag."

This pre-season work also has a compromise when the calendar is taken into account. The BTCC will generally race at nine or 10 vastly differing layouts over the course of a 30-race season, and a vehicle is never going to be perfect everywhere. This is where the black art of engineering can set the tone for an entire campaign.

Berry says: "Think about the difference between Silverstone National and Knockhill, for example. Because you can't change the package over the year, you have to find the right compromise to start with. If you go to the windtunnel or do some CFD, you might see a particular feature that is going to add 6% of downforce but add 2% of drag. You then have to decide whether you will accept that as an overall gain on the whole season with all the circuits you go to or not.

"I have got some metrics I have worked out that simulate all the BTCC tracks we'd go to in a season. I put the numbers from the windtunnel into that and you should be able to see where the gains and losses are across all the tracks in the calendar. Then you will make a decision based on that."

The work of D2H on the Corolla ahead of 2020 was extremely detailed and went into a realm most squads could only dream of. Hebert says that the initial designs from Speedworks were a great starting point, but then the computer power got involved.

"The vast majority [of what D2H did] was refinement," says Hebert. "It was the areas where things connect; the wheel arches to the floor, the splitter to the bumper, and the lower you get, the more sensitive [it is]. When we summed up the improvements we had made, we reckon if they implemented everything, we would have saved them a chunk of lap time.

"Aerodynamics happens on an extraordinary number of lengths and scales. If I split the domain into a few squares, I am not going to capture those details. But if split it up into millions and millions of squares, I've got a chance of resolving these details. Until I can resolve those details correctly, I won't be able to accurately predict the drag and downforce on the car. We've got half a billion cells in the domain that the car sits in. You need that refinement to capture what's going on."

While Speedworks had access to some top-level support, other teams on the grid choose to go their own way. That is mostly defined by the budget and engineering skills available to them, but Berry says that most top teams will visit a windtunnel at some point.

"Ideally during a programme, I would want to do some CFD work and then do a couple of days in the windtunnel," says Berry. "But everybody has different views on it and lots of people don't like the full-sized windtunnel because there are some compromises. A lot of the aero is dependent on the wheels rotating. If you got to a full-sized tunnel, generally it doesn't have a moving floor, so the wheels aren't rotating. You lose that effect, and also there is a layer under the car where the air is moving but the ground isn't – that is not quite a real situation when you deal with a race car.

"A windtunnel – particularly a scaled-down one – is a quicker way of doing things if a team doesn't have any computer-aided design. You can mock-up some bits, bolt them on and check them in the windtunnel and see the effects."

So the first part of the compromise is the level of downforce as opposed to the drag it creates. It isn't about making the car fast through the air though, as Dick knows. "What you're learning throughout that process is it's not as straightforward as just making a car slippier in a straight line," says the team boss. "It can be a very small gain on lap time, but keeping or improving the aero balance to give you a better tyre wear over a longer distance.

"Most circuits we've taken a step forward with [in 2020], so I'm really pleased. What that means is delving into the detail to work out where the best areas of improvement are – there's certainly more aero work to be done on the BTCC Corolla. We're not blessed with the biggest budget in the world, so we've got to spend the money wisely and chip away at it."

It is where to turn the spotlight that can be the biggest dilemma for teams, who are all trying to make the financial numbers stack up. Going from having a quick car to a competitive one is all about those decisions, and choosing which of the finer details to concentrate on.

"Within the BTCC you can build a car and get racing without a lot of development work and be reasonably competitive but if you want to make the next small gains, then suddenly all the little details are important," adds Berry "That might be chassis set-up, that might be engine, cooling or that might be the aerodynamics. And it is when you get into this area that the gains are quite small for the money you have to spend.

"Some people will do nothing and crack on and they might be pretty good. If they are running well, they might wonder why they should spend any money just to try and move a few more places up the grid. But the BTCC is so tight and you are generally looking for such small gains, but this is where the big investment needs to come in."

As if that situation isn't complicated enough already, the external aero is only part of the story when trying to turn a BTCC-level tin-top into a title winner.

Berry says there is lots more to think about: "There is also the internal aero to consider too. The way the aero affects the cooling systems and the intercooler is probably more important, actually, in terms of performance.

"You could make the inlet smaller and you have less drag and more downforce maybe, but then you are strangling the airflow to the engine. You need to think about the intercooler layout too, and all the pipes and making sure you get a good flow in those too. It is a massive jigsaw – but one that I love."

While a BTCC car might retain its resemblance to a machine that can be driven away from any dealership, the level of detail and the staff hours spent on making it absolutely the best it can be mean that the story only starts when a team has finished the build of a car. It is a fine example of motorsport's never-ending quest for perfection. ■

Advertising enquiries: 01732 446757

COLUMNIST

PAUL LAWRENCE

Motorsport News's historics editor goes into bat for the Ford Escort Mk2

Photos: Paul Lawrence

Lawrence is a fan of British Rally Championship

Ford Escort Mk2 on song is magic

In last week's Motorsport News, my colleague Luke Barry made many good points about the state of UK stage rallying and the role of the Ford Escort Mk2. But on some of his points, I beg to differ.

First, I'm an old gimmer and remember the good old days with a warm glow. I can blather on about Roger Clark and Ari Vatanen with the best of them. But we live in 2021 and the world is a very different place. I love watching the current WRC cars in full flight and I enjoy a well-driven front-wheel-drive hatch along with sideways Ford Escort Mk2s. I'm from the past, but I don't live there all the time.

The first key point is that British rallying absolutely needs a strong British Rally Championship at the head of the sport. Given the current tenuous situation regarding a UK round of the WRC, more than ever the BRC needs to be our shop window and it saddens me to see so much anti-BRC feeling within the service parks. Sure, the BRC has had a challenging few years for all sorts of reasons, but the current reset should allow it to come back stronger. I really hope it does.

The BRC should be all about modern cars, right across the classes, it should embrace alternative fuels and green issues and claim the lion's share of TV and media coverage. It should mop up any manufacturer or importer support that is available. It should be a platform for aspiring young drivers and a destination for leading national drivers. It is our sport's UK front to the general public.

Let's draw some parallels with racing. The British Touring Car Championship is UK racing's flagship. It has the best TV and media exposure, the best crowds and drivers like Colin Turkington, Matt Neal and Jason Plato keep coming back because it works for them. Rising stars like Ash Sutton and Tom Ingram are building careers and taking on the old guard and the package works for sponsors and some manufacturers. The BTCC is a superb product, but it certainly doesn't suit everyone who wants to go racing.

And the BRC should be just the same. Those wanting to make it big and those at the top of their game should be in the BRC. Everyone else should be in the amateur side, where they spend their own money to enjoy rallying in whatever type of car they choose. It matters not a jot to the BTCC paddock that in club racing there are 500bhp rocketships and every type of historic car imaginable. Different platforms for different customers.

I totally agree that the Escort Mk2 has no place in the BRC. But that's been the case for decades. The last person to win the BRC in a Ford Escort was Ari Vatanen. So why are people blaming the Escort? When did someone last even win a BTRDA gravel event in an Escort? On the last rally I attended, the Dukeries Rally on the asphalt of Donington Park circuit, the leading Escort finished 12th overall, beaten by 11 modern 4x4s. There were 36 modern 4x4s, 26 Escorts, including half a dozen historics, and 25 modern front-wheel drives in the entry. Why is this split of entries at a relatively modest level of event such a problem in some opinions?

Everything below the BRC is amateur rallying. Often done to a professional standard with good kit and quick drivers, but it is amateur sport. No one at this level is waiting for the call from Jari-Matti Latvala to come and test a Yaris. They are out there, enjoying their sport and spending their own hard-earned cash. Why shouldn't they drive whatever they want, providing it meets the regulations? If you outlaw the 2.5-litre Millington, clicky 'box Escort on Proflex, it won't push the owner into the BRC in an Opel Adam, it will push them out of the sport.

Has Andy Burton done a rally since his Peugeot-Cosworth was thrown out? And that car alone did more for the mass appeal of rallying than just about anything in the last 20 years, including the BRC.

Then there are dozens of Escorts in historic rallying, which seems to be an issue for some. Sure, we all love to see other cars as well, but running an Escort is the logical option for competitors as all the bits are available off the shelf. It is much harder with many other cars of the period: just ask those who have taken on Chevette HSRs, Lotus Sunbeams and Fiat 131s. Alan Gow, head of the BTCC, is not the least bit threatened by the hordes of Lotus Cortinas and Minis in historic racing. It's a completely different deal. Of course, some of the top BTCC racers are also regulars in historics, so those two branches of the sport can feed off each other.

My wish, when rallying finally returns, is that the BRC comes back bigger and better with longer and more challenging rallies, modern cars, a green agenda, pacenotes and fierce competition, which will support bigger and better coverage. Everything below that level should be as attractive and accessible as possible for those who want to rally in whatever car meets their aspiration or budget. The two can happily co-exist and help get this great branch of the sport back to good health.

In homage to the editor, I'll try and draw a footballing analogy. I now have to take an interest in the beautiful game due to my son's twin passions of motorsport and football. Manchester United gets the headlines, the TV coverage and the crowds (when allowed). This is football's face to the world and grabs the attention of new fans as the game's equivalent to the BTCC and the BRC. Meanwhile in the Northern League Stafford Rangers is playing to 500 hardcore fans and that's all other rallying.

Rallying is equally diverse and that should be one of its strengths. We need a strong BRC, underpinned by as much diversity and inclusivity as possible. Of course, just to finish by upsetting the anti-Escort lobby, you can now buy a new 2021-registered Escort Mk2, so it's not really a 40-year-old car anymore!

"Running a Ford Escort Mk2 is the logical option for competitors"

WHAT'S ON

YOUTUBE

Le Mans 1988 on YouTube

There is something about poignancy. Tales of yearning often linger longer than those of triumph. And motorsport of course has its share: Stirling Moss never winning the Formula 1 world championship; Jim Clark never winning at Monaco; Indianapolis's 'Andretti Curse'.

And for Le Mans we have Bob Wollek, to whom David Addison pays tribute in this Motorsport News. Thirty starts and being a victory factor in close to half of them somehow added up to zero La Sarthe victories.

Choosing the most noteworthy of Brilliant Bob's Le Mans near-misses is rather like choosing your favourite Beatles song, but 1988's event was surely among the most acute. It's a Le Mans, on these shores at least, most associated with Jaguar winning for the first time in 31 years. But for much of the way it was Wollek's drought that looked set to end. His works Porsche led, but first water-pump problems then an engine failure hit.

YouTube has something really rather lovely to watch for it: a full 85-minute highlights package, with commentary by Neville Hay and Anthony Marsh. It's well worth a gander even without tales of droughts ending or continuing. You can view it at youtube.com/watch?v=kf8ZCiwq1mM or by searching 'Le-Mans 88'.

Graham Keilloh

TV GUIDE

Live motorsport is back! That doesn't just mean you can catch the opening Formula E races of the season and the second round of the World Rally Championship live as they happen, it also affords you to watch them in more bite-size highlight form too.

Eurosport 2 is where to find the action from Formula E (Monday, 2100hrs-2200hrs) while the WRC can be viewed across BT Sport's channels. Highlights from the opening leg are on BT Sport 1 (Friday 2300hrs-2330hrs), day two on BT Sport 3 (Sunday, 0430hrs-0500hrs) and a review programme on BT Sport 2 (Monday, 1830hrs-1930hrs).

Elsewhere, get in the mood for the Formula E season before it begins on Eurosport 2 (Thursday, 2100hrs-2200hrs) and while you're at it, stay up to speed with all things electric motorsport with an Extreme E preview programme on BT Sport 2 (Friday, 1230hrs-1300hrs). Highlights from the 2021 Dakar Rally will also be shown on Eurosport 2 (Friday, 0600hrs-0700hrs).

Luke Barry

Fresh Formula E year goes on the charge

LIVE TV

World Rally Championship
ARCTIC RALLY FINLAND
- **SS1:** Friday, 1300hrs-1400hrs, BT Sport 1
- **SS2:** Friday, 1630hrs-1730hrs, BT Sport 1
- **SS4:** Saturday, 0830hrs-0930hrs, BT Sport 1
- **SS7:** Saturday, 1500hrs-1600hrs, BT Sport ESPN
- **SS9:** Sunday, 0800hrs-0900hrs, BT Sport 1
- **SS10:** Sunday, 1100hrs-1230hrs, BT Sport 2

Formula E
DIRIYAH EPRIX
- **Race 1:** Friday, 1650hrs-1800hrs, Eurosport 2
- **Race 2:** Saturday, 1650hrs-1800hrs, Eurosport 2

WE NEED YOU!
GET INVOLVED WITH MN

EMAIL
matt.james@kelsey.co.uk

TWITTER
Updates: @MNmotorsport

FACEBOOK & INSTAGRAM
Search for 'Motorsport News'

DIGITAL ISSUE
See motorsport-news.co.uk

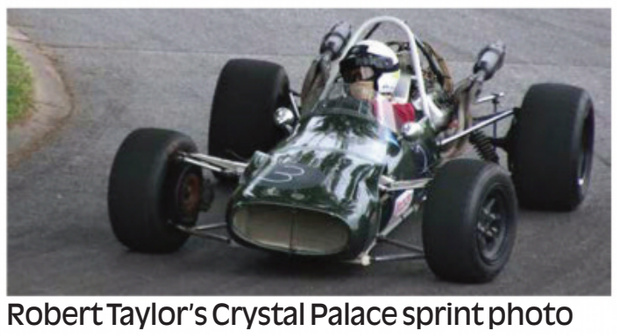
WRITE TO US
Motorsport News
Kelsey Media
The Granary, Downs Court, Yalding Hill, Yalding, Maidstone Kent ME18 6AL

Photographs must be of a good quality and please send no more than three images

ART EDITOR MIKE STOKOE'S FAVOURITE OF THE WEEK!

Racing into the twilight at Goodwood: David Harbey's superb shot of a Jaguar E-type

Another David Harbey Kinrara Trophy pic


Robert Taylor's Crystal Palace sprint photo

Formula Atlantic sticker, by Graham Lomax

Dean Chilvers enjoyed the WRC in 2013...

...and also took in Supercars at Yas Marina

NEXT WEEK — OUT THURSDAY, MARCH 4

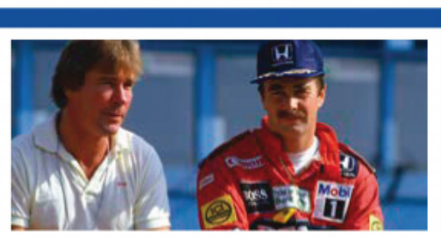
READERS' Q&A

IAN TITCHMARSH

British GP race caller tackles the MN readers' posers

**Correct at time of going to press*

BRITAIN'S FAVOURITE F1 DRIVER



Results of Motorsport News's exclusive online poll

THE VOICE OF BRITISH MOTORSPORT
MOTORSPORT NEWS
motorsport-news.co.uk

Motorsport News
Kelsey Media
The Granary, Downs Court, Yalding Hill, Yalding, Maidstone Kent ME18 6AL

EDITORIAL
Editor: Matt James
Tel: 07884 117139
Email: Matt.James@kelsey.co.uk

Deputy Editor: Graham Keilloh
Tel: 07973 829291
Email: Graham.Keilloh@kelsey.co.uk

Reporter: Luke Barry
Tel: 07456 856800
Email: Luke.Barry@kelsey.co.uk

Art Editor: Mike Stokoe
Tel: 07957 282340
Email: mikestokoe@gmail.com

Digital Content Producer: Helena Hicks
Helena.Hicks@kelsey.co.uk

Contributors
Historics Editor: Paul Lawrence
Rallycross Editor: Hal Ridge
Columnist at large: David Addison
Columnist and track tester: Andrew Jordan
Technical Editor: Carl Faux

ADVERTISING
Director: David Lerpiniere
Tel: 01732 445326
Email: david@talkmediasales.co.uk

Sales Director: Russell Bedford
Tel: 01732 445328
Email: russell.bedford@talkmediasales.co.uk

Ad Manager: Natalie Harman
Tel: 01732 446757
Email: natalie.harman@talkmediasales.co.uk

PRODUCTION
Advert Production Manager: Matt Ryan
Tel: 01732 445755
Email: Production@talkmediasales.co.uk

MANAGEMENT
Chief Executive: Steve Wright
Chief Operating Officer: Phil Weeden
Managing Director: Kevin McCormick
Finance Director: Joyce Parker-Sarioglu
HR & Operations Manager: Charlotte Whittaker
Retail Director: Steve Brown
Audience Development Manager: Andy Cotton
Senior Print Production Manager: Nicola Pollard
Print Production Manager: Georgina Harris
Print Production Controller: Kelly Orriss

SUBSCRIPTIONS
UK subscription and back issue
orderline: 0845 241 5159
Overseas subscription
orderline: 0044 (0) 1959 543 747
Toll free USA subscription
orderline: 1-888-777-0275
UK customer service team: 01959 543 747
Customer service email address: subs@kelsey.co.uk
Customer service and subscription postal address:
Motorsport News
Customer Service Team
Kelsey Publishing Ltd
Kelsey Media, The Granary, Downs Court
Yalding Hill, Yalding, Maidstone Kent ME18 6AL

DISTRIBUTION
Distribution in Great Britain
Marketforce (UK)
3rd Floor, 161 Marsh Wall, London, E14 9AP
Tel: 0330 390 6555

Distribution in Northern Ireland and the Republic of Ireland
Newspread
Tel: +353 23 886 3850

Kelsey Media 2021 © all rights reserved. Kelsey Media is a trading name of Kelsey Publishing Ltd. Reproduction in whole or in part is forbidden except with permission in writing from the publishers. Note to contributors: articles submitted for consideration by the editor must be the original work of the author and not previously published. Where photographs are included, which are not the property of the contributor, permission to reproduce them must have been obtained from the owner of the copyright. The editor cannot guarantee a personal response to all letters and emails received. The views expressed in the magazine are not necessarily those of the Editor or the Publisher. Kelsey Publishing Ltd accepts no liability for products and services offered by third parties.

Kelsey Media takes your personal data very seriously. For more information of our privacy policy, please visit https://www.kelsey.co.uk/privacy-policy/ . If at any point you have any queries regarding Kelsey's data policy you can email our Data Protection Officer at dpo@kelsey.co.uk.

KELSEY media
www.kelsey.co.uk

Book your advert before 3pm Wednesday to see it in the next issue

THE VOICE OF BRITISH MOTORSPORT
MOTORSPORT NEWS

Classified

Telephone: 01732 446 755 Email: info@talkmediasales.co.uk

Motorsport News Classified offers a fantastic opportunity to advertise to a uniquely motorsport based audience. Advertising with us puts your advert right in front of a very hands on and involved motorsport market.

Brand New Private Seller Rates
Lineage:
25 words = £25 (£30 inc vat)
25 words + Picture = £35 (£42 inc vat)
Extra 10 words = £5 (£6 inc vat)
Full Colour 4x1 Box Advert
£50 (£60 inc vat)
£10 per extra column cm (£12 inc vat)
Private seller Offer
25% off when you book for 4 weeks

If you wish to advertise in the Motorsport News Classified please **call 01732 445325 or email info@talkmediasales.co.uk**
Deadline: Wednesday at 3pm (subject to change on Bank Holiday weeks)
Payment: Cheques and postal orders should be made payable to Kelsey Media

Address for advertising

Motorsport News Advertising
Talkmediasales
Ground & 1st Floor Littleheath
St Mary's Rd
Swanley
BR8 7FN

Important
The publishers reserve the right to refuse advertisements and do not accept liability for clerical or printers errors.
Terms for approved accounts strictly net within 30 days. The advertiser's name and address must accompany all advertisements, whether for publication or not.
Any advertisement received too late for publication and any advertisement received too late for inclusion in the current issue will automatically be inserted in the next available issue.

If you are a trade advertiser this must be indicated in your advertisement. Advertisers are also reminded that they are responsible for complying with legal requirements currently in force.
Six weeks notice prior to issue date required for cancellation of any advertisement. All Verbal confirmation taken on the phone is binding.

Cancellation and refunds not guaranteed. Terms of acceptance of advertising are available on request.

MARKETPLACE

DAVID AUDEN & ASSOCIATES INSURANCE BROKERS

INSURANCE

POLICIES FOR
✓ COMPETITION CARS
✓ RALLY & RACE CARS
✓ SERVICE VEHICLES

PHONE: 0161 440 7590
quote form on rallycar-insurance.co.uk
Authorised and regulated by the Financial Services Authority

Goose Taxation

Chartered Accountant & Tax Adviser for Motorsport Contractors, Freelancers and SMEs

Fixed fees • Your own dedicated accountant • Unlimited support

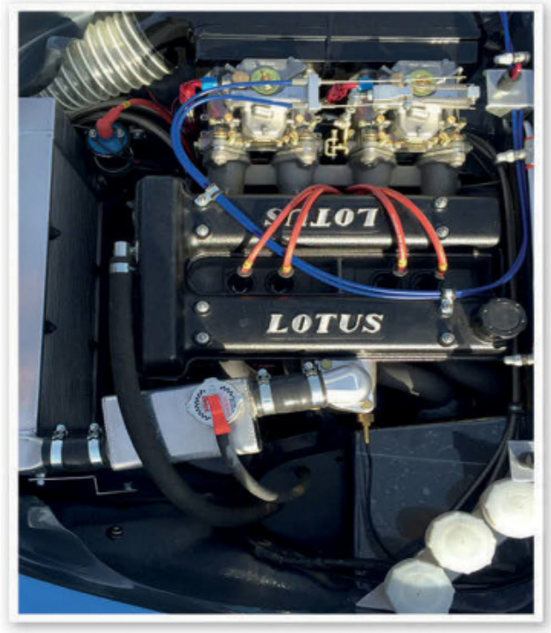
With speed and accuracy – the amplified link to our motorsport interests

ICAEW CHARTERED ACCOUNTANT

garry@goosetaxation.com
0800 772 0956
www.goosetaxation.com

CBR
CRAIG BECK RACING

Historic Engine Specialist
Lotus Twin Cam
Ford Cosworth BDA/BDG



CBR can offer full Engine Builds from Fast Road to full Race

Fully Equipped Workshop with;-

- *In-house Ultra-Sonic Parts Cleaning*
- *In-house Super Finishing Process*
- *In-house Dyno Testing*

Craig Beck Racing Ltd
T: **07876 221 932**
E: craig@craigbeckracing.co.uk
www.craigbeckracing.co.uk

CBR CRAIG BECK RACING

QED
Full range of engine components for:
LOTUS FORD TWIN-CAM
LOTUS 900-SERIES
VAUXHALL XE
VAUXHALL ECOTEC
ROVER K-SERIES
Call or buy online!
QEDMOTORSPORT.CO.UK
01509 412 317

THE VOICE OF BRITISH MOTORSPORT
MOTORSPORT NEWS
TO ADVERTISE CALL
01732 446755

Rebuild Time?...
Fast and Reliable Delivery of Forged Pistons and Conrods

JE PISTONS
CARRILLO The Choice Connection

Have the pistons you need, not a compromise

CALL: (0)1462 684300
sales@cambridgemotorsport.com
Cambridge Motorsport Parts
Unit 5 Lacre Way, Letchworth, Herts, SG6 1NR. www.cambridgemotorsport.com

---

Machine Mart

30720

IDEAL ALL-WEATHER PROTECTION

SHELTER/SHEDS
UP TO 12' (3.7M) LONG

MODEL SHOWN CIS8612 (12' X 6'5" X 8')
LENGTH UP TO 12'

Great for use as a garage, workshop or storage area
- UV treated waterproof polyethylene cover
- Ratchet tightening to ensure drum-tight cover
- Heavy duty powder coated steel tubing
- Push-fit hardware ensuring strength and easier installation

ZIP CLOSE DOOR

FROM ONLY £159.00 EXC.VAT £190.80 INC.VAT

MODEL	SIZE (LxWxH)	EXC.VAT	INC.VAT
CIS788	2.4 x 2.4 x 2.1M	£159.00	£190.80
CIS8612	3.7 x 2 x 2.4M	£189.00	£226.80
CIS81212	3.6 x 3.6 x 2.5M	£209.00	£250.80

"Very happy, my bike fits in nicely with plenty of room to do any work on it, would recommend this product."
See www.machinemart.co.uk

4 EASY WAYS TO BUY...
IN-STORE SUPERSTORES NATIONWIDE
TELESALES 0115 956 5555
ONLINE machinemart.co.uk
CLICK & COLLECT OVER 10,000 LOCATIONS

All prices correct at time of going to press. We reserve the right to change products and prices at any time. E&OE.

MARKETPLACE

Vehicle Wiring Products

"We supply a comprehensive range of wiring products for repair, modification or complete rewire to your Classic Car"

Visit our website, phone or email for a free catalogue

www.vehicleproducts.co.uk

Tel: **0115 9305454** • Email: **sales@vehicleproducts.co.uk**

Vehicle Wiring Products Ltd, 9 Buxton Court
Manners Industrial Estate, Ilkeston, Derbyshire DE7 8EF

12:1

COMETIC GASKET LTD

Automotive Gaskets & Seals

Cometic is a leading worldwide supplier of gaskets and engine seal solutions for the auto performance, power sports, original equipment and re-manufactured engine industries. If you can't find the gasket you're looking for please get in touch and we will endeavour to find it for you.

www.cometicgaskets.co.uk
Tel: 01638 779 119
info@cometicgaskets.co.uk

CompBrake-Motorsport

THE UK'S LARGEST SUPPLIER OF TANKS & TANK ACCESSORIES...

BESPOKE TANK SERVICE

WE CAN MANUFACTURE ONSITE ANY SHAPE, SIZE & CAPACITY OF TANK YOU NEED!

FUEL TANK ALUMINIUM 20 GALLON CURVE
[H300mm x W300 x L900mm]

£299.99
PROJECT
CMB-FT-020R
CUSTOM
1 X OFF CENTER FILLER NECK [BAFFLED]

FUEL TANK ALUMINIUM 150 GALLON
[H610mm x W610mm x L1525mm]

£449.99
PROJECT
CMB-FT0150
CUSTOM
1 X FAR SIDE FILLER +FORK LIFT BRACKETS [BAFFLED]

FUEL TANK ALUMINIUM 14 GALLON
[H300mm x W300mm x L700mm]

£199.99
PROJECT
CMB-FT014
CUSTOM
INLET, 6MM OUTLET
1 X FAR SIDE FILLER NECK [BAFFLED]

FUEL TANK ALUMINIUM 10 GALLON
[H250mm x W300mm x L600mm]

£159.99
PROJECT
CMB-FT010
CUSTOM
1 X FAR SIDE FILLER NECK [FOAM FILLED]

WHATEVER YOU DRIVE, WE CAN MAKE A TANK FOR YOU!

FUEL TANK ALUMINIUM 4 GALLON
[H150mm x W250 x L490mm]

£119.99
PROJECT
CMB-FT-004
CUSTOM
1 X OFF CENTER FILLER NECK [BAFFLED]

FUEL TANK ALUMINIUM 17 GALLON
[H250mm x W300mm x L900mm]

£199.99
PROJECT
CMB-FT017
CUSTOM 1 X CENTRAL MOUNTED OFF-CENTRE FILLER NECK +STRAPS [BAFFLED]

WATER TANK STAINLESS STEEL 85 GALLON
[H230mm x W750mm x L1860mm]

£599.99
PROJECT
CMB-FT015
CUSTOM
INLET, 6mm OUTLET
COMPLETE WITH BUILT-IN LEVEL SENSOR [BAFFLED]

FUEL TANK ALUMINIUM 18 GALLON
[H300mm x W300mm x L900mm]

£209.99
PROJECT
CMB-FT018-TW
CUSTOM
2 X FILLER NECKS + STRAPS [FOAM FILLED]

Quote SP329 when you call: 01744 895 888 www.compbrake.com

Compbrake Motorsport Ltd, Belvedere Barn Estate, Unit F1, Crank Road, Billinge, Wigan, WN5 7EZ Sales: **sales@compbrake.com** Technical: **technical@compbrake.com**

motor FREE ADS

FEATURE YOUR *MOTOR* IN YOUR FAVOURITE MAGS!

OR FIND YOUR NEXT!

CURRENT LISTINGS

AUSTIN HEALEY 3000 MK II

1962, £78,500. The car is very well presented with excellent paint work and used patina, the interior is simple and correct with a purposeful, well thought out layout and configuration. Please call 01420 564343, South East.
105871

FORD FOCUS

2017, 17,500 miles, £25,495. Recaro shell seats, luxury pack, sat nav, reverse camera, upgraded Sony sound system, rear parking sensors, privacy glass, electric folding wing mirrors, 19” upgraded alloys. Please call 01484 543728, Yorkshire and the Humber. (T)
105865

LOTUS ELAN

1967, 70,000 miles, £29,995. A very well sorted, well prepared, superb looking and driving car. The paint is still excellent with some minor stress cracks that are to be expected with a 20 year old respray of a fibreglass car. The chassis and suspension are still in show condition. Please call 01277 365415, South East. (T)
105814

MERCEDES-BENZ A45

2019, 5500 miles, £54,995. Stunning All New A45 AMG S PLUS Finished In Sun Yellow With Black AMG Exclusive Nappa Leather Interior. Please call 01484543728, North West. (T)
105866

MG MGB

£35,995. In British racing green, works hardtop in white. Fitted Roll cage and competition harness. On competition wire wheels, 1840cc race engine, Weber, extractor manifold, close ratio overdrive gearbox, adjustable rear Armstrong dampers. Riguard seats, Motalita steering wheel. Please call 01462 490049, East of England. (T)
105874

MG MGB

1972, 7000 miles. Old English white, wires, overdrive, mohair hood. Please call 01844 281700, South East.
105893

PORSCHE 911

10265 miles, £84,995. We are delighted to offer this 991.2 Carrera 4 GTS in GT Silver Metallic with Black/Alcantara Interior. Please call 01293 226911, South East.
106015

PORSCHE 993

1997, 36000 miles, £289,995. UK supplied Artic silver metallic with full grey leather. 450 BHP from factory, hard back sports seats, sunroof delete, carbon interior package, air conditioning, chrome silver finish to alloys, speed yellow callipers, Turbo S factory aero kit, full Porsche dealer and more recently specialist history, recent clutch and tyres, previously serviced and sold by ourselves. Please call 01189714333, South East.
106018

PORSCHE BOXSTER

64400 miles, £11,950. Everything on the car works exactly as it should and it has the added benefit of the factory fitted hard top which was an expensive option at the time. The car comes in a really stunning colour combination and it performs beautifully on the road. Please call 01420 520635, South East.
105882

TRIUMPH TR7

1981, £4,250. just been through our workshops and been fully serviced. The car has had just 2 previous owners and covered only 52000 miles from new, it drives very well and benefits from new(ish) seat covers being fitted. The paint has some blemishes, repainted in part some time back, and a small dent to one door. Mechanically very good, drive it away and have heaps of fun! There is a lot of history (about an inch) including original sales PDI stuff, and many old mot’s. We have nearly 40 pictures available which we can email. Please call 01763262263, South East.
105818

TVR CHIMAERA

1997, 78000 miles, £13,000. Very attractive car which draws attention wherever it goes. Halcyon Midas Gold body with Anthracite alloy wheels. Blue leather seats and carpets. Large ring binder history file. The car is on SORN over the winter and will have a new MOT on sale. The car benefits from power steering,aluminium radiator, aluminium indicator and wiper stalks, and more . Part service history, £13,000. , Scotland.
106021

VOLKSWAGEN GOLF

2017, 97000 miles, £13,995. Finished In Tornado Red With Titan Jacara Interior. Fantastic Spec Inc: Tech Pack, Discover Navigation Pro, Dynaudio Excite Soundpack, Advanced Telephone Connection, Voice Activated Control System, Rear-View Camera, Climate Windscreen, Adaptive Cruise Control, Front and Rear Sensors, and more. Please call 01484480777, Yorkshire and the Humber.
105745

VOLKSWAGEN GOLF

2019, 7000 miles, £29,995. Beautiful Tornado Red Golf R with contrasting dark interior. Completed a low 7k from new by one careful owner. Please call 02879633011, Ireland.
105739

VOLKSWAGEN GOLF

2016, 59000 miles, £20,995. Finished In Deep Black Pearl With Titan Black Vienna Leather Interior. Fantastic Spec Inc: 19” Pretoria Alloys, Rear Camera, Heated Front Sports Seats, Sat Nav With Bluetooth Phone Prep, Factory Tinted Windows, DAB, and more. Please call 01484480777, Yorkshire and the Humber.
105744

TO ADVERTISE VISIT

WWW.MOTORFREEADS.CO.UK

MARKETPLACE

MOTOR SPORT

The authoritative voice of the Motor Sport industry since 1924

MAY 2020
MOTOR SPORT
THE ORIGINAL RACING MAGAZINE
F1 at 70
COLLECTOR'S EDITION
Marlboro
HONDA
Formula 1 through the decades
THE DRIVERS / THE CARS / THE INCREDIBLE STORI
Doug Nye on Britain's unstoppable '50s garagistes / Nigel Roebuck on Clark, Mc
Gurney... and Sgt. Pepper / Maurice Hamilton 'My brutal brush with Bernie'
Mark Hughes politics, power plays and Spygate / Andrew Benson on raging Red I
hybrids and Hamilton's rise / Plus rare & unseen images, all the stats from all the y
MOTOR SPORT
F1 at 70
Formula 1 through the decades
THE DRIVERS
THE CARS
THE INCREDIBLE STORIES

Claim your FREE digital issue here: motorsportmagazine.com/freedownload

MARKETPLACE

ClassicFord fastford

THERE'S MORE...

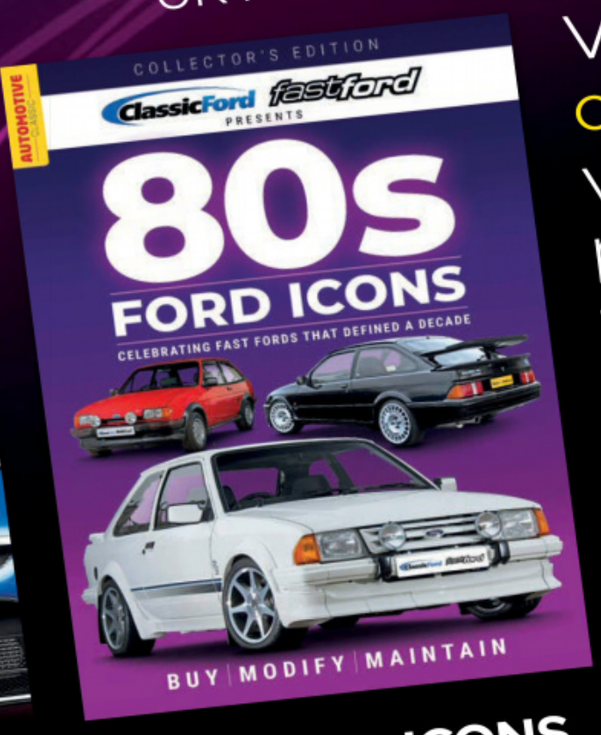
CHECK OUT THE FULL RANGE OF FORD COLLECTORS' EDITION BOOKAZINES!

FORD ESCORT
£6.99 + FREE UK P&P

FORD MUSTANG
£7.99 + FREE UK P&P

FORD CAPRI
£7.99 + FREE UK P&P

50 YEARS OF RS
£6.99 + FREE UK P&P



80S FORD ICONS
£7.99 + FREE UK P&P

Visit: shop.kelsey.co.uk/BZFORD to view the full range of products or call our team on
01959 543 747
Lines open
Monday – Friday
8.30am – 5.30pm

Term and conditions apply.
Free P&P only available in the UK.
For oversea rates visit shop.kelsey.co.uk/delivery

WEB DIRECTORY

ACCOUNTANCY

garry@goosetaxation.com
0800 772 0956
www.goosetaxation.com
Goose Taxation

COMMUNICATIONS

Pit to Car Radio & GSM solutions
0044(0)1508 528837
Autotel Digital Race Radio
www.raceradio.co.uk

ELECTRONICS

Vehicle Wiring Products
0115 930 5454
www.vehicleproducts.co.uk

ENGINES

CBR Craig Beck Racing
Craig Beck Racing Ltd
T: 07876 221 932
E: craig@craigbeckracing.co.uk
www.craigbeckracing.co.uk

COMETIC GASKET LTD
www.cometicgaskets.co.uk
Tel: 01638 779 119
info@cometicgaskets.co.uk

ENGINES

GroupBmotorsport.com
Builder Street, Llandudno. LL30 1DR
sales@groupbmotorsport.com
01492 339574
TRACK DAY | CLASSIC MOTORSPORT | MODERN MOTORSPORT
LOTUS
AUTHORISED REPAIR CENTRE

EXHAUSTS

SIMPSON Race Exhausts
The Stainless Steel Rally Exhaust Specialists ...
Follow Us twitter.com/SimpsonExhausts
Like Us facebook.com/SimpsonRaceExhausts
01753 532 222 // www.SimpsonRaceExhausts.com

GEARBOXES

ELITE racing transmissions
Rally & Race Gearboxes, GearKits, LSD's and Driveshafts
T: 01782 280136 F: 01782 269 913
E: sales@eliteracingtransmissions.com
visit: EliteRacingTransmissions.com

GEARBOXES

Gearboxman.com
COMPETITION TRANSMISSION SERVICES
Gearboxes and Axles for Road // Race // Rally // & more
Telephone: 01582 840 008 Fax: 01582 840 007

INSURANCE

TRACK DAY INSURANCE
Buy online in minutes - trackday-reis.co.uk
*Conditions apply
reis motorsport insurance
0115 965 1020 / www.reis.co.uk / talk2us@reis.co.uk
*Track Day Insurance Policy Conditions: Cover is provided for damage received on track only. Cover is not available for Nurburgring/Nordschleife. All conditions and benefits are subject to eligibility and underwriting criteria.
Reis Motorsport Insurance is a trading name of Insurance Factory Limited. Insurance Factory Limited is authorised and regulated by the Financial Conduct Authority (No. 306164). Registered Office: 45 Westerham Road, Sevenoaks, Kent TN13 2QB.

OILS & LUBRICANTS

witham Motorsport OILS
MOTUL OFFICIAL UK DISTRIBUTOR AUTOMOTIVE LUBRICANTS
MOTUL Since 1853
www.withammotorsport.co.uk

RACE & RALLY PARTS

BURTON The POWER to Perform
020 8518 9136
www.burtonpower.com

RACE & RALLY PARTS

Cambridge Motorsport Parts
Tel: 00 44 (0)1462 684300
www.cambridgemotorsport.com

RACE & RALLY PARTS

CompBrake
Designers in Motorsport
www.compbrake.com
+44(0) 1744 895 888
Please visit our website for a free catalogue

RACE & RALLY PARTS

orranje orranje.co.uk
MINI Performance Parts, MINI Tuning & MINI Styling Products, for MINI Enthusiasts by MINI Enthusiasts.
@OrranjeP #orranje @OrranjeP /OrranjePerformance

RACE & RALLY PARTS

Rally Design
www.rallydesign.co.uk
01227 792 792

TOOLS

Get organised™
TENGTOOLS
01525 711500
WWW.TENGTOOLS.COM
SALES1@TENGTOOLS.COM

TRAILERS & TRANSPORTERS

www.WOODFORDTRAILERS.com
HIGH QUALITY TRAILERS FOR CLUB, PRIVATE AND PRO MOTORSPORTS
Tel: +44(0)1327 263384
sales@woodfordtrailers.com

WHEELS

The Strength of Experience speedline
flowforming Tel: +44 (0) 1952 582 825 Corse
e-mail: info@speedlinecorse.co.uk | website: www.speedlinecorse.net

THE VOICE OF BRITISH MOTORSPORT
MOTORSPORT NEWS

THIS CLASSIFIED SECTION WAS BROUGHT TO YOU BY:

Russell Bedford
Account Director
T: +44 (0) 1732 445 328
E: Russell@talkmediasales.co.uk

Natalie Harman
Account Manager
T: +44 (0) 1732 446 757
E: Natalie.harman@talkmediasales.co.uk

Matt Ryan
Advert Production Manager
T: +44 (0) 1732 446 755
E: Production@talkmediasales.co.uk

TO ADVERTISE YOUR PRODUCTS AND SERVICES IN OUR NEXT ISSUE PLEASE CALL NATALIE HARMAN

01732 445325

APOLLO R

EXTENSIVELY TESTED IN THE FIELD

WWW.RYMAX-LUBRICANTS.CO.UK

www.facebook.com/rymaxlubricantsuk

www.instagram.com/rymaxlubricantsuk

RYMAX LUBRICANTS

MADE IN HOLLAND